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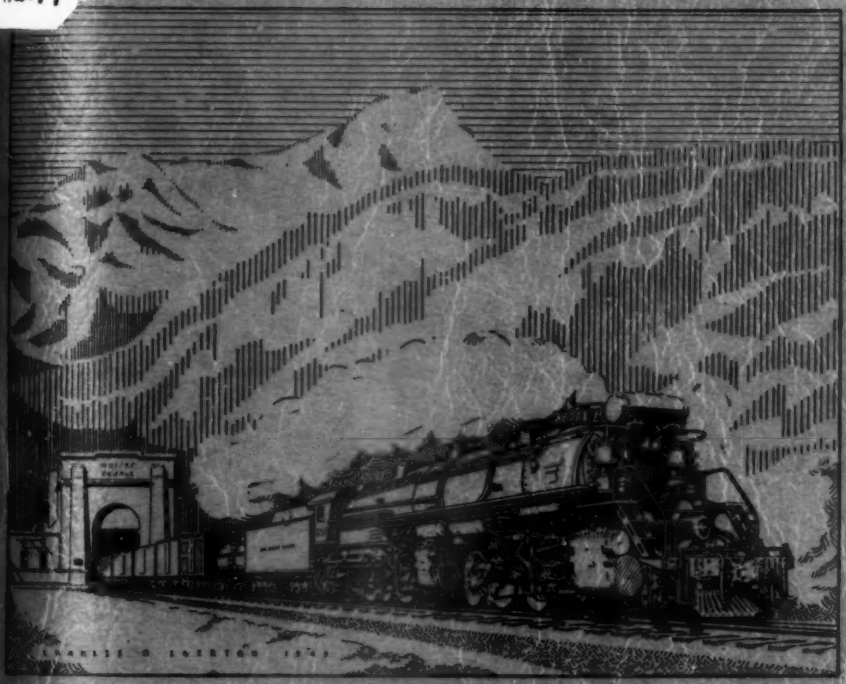

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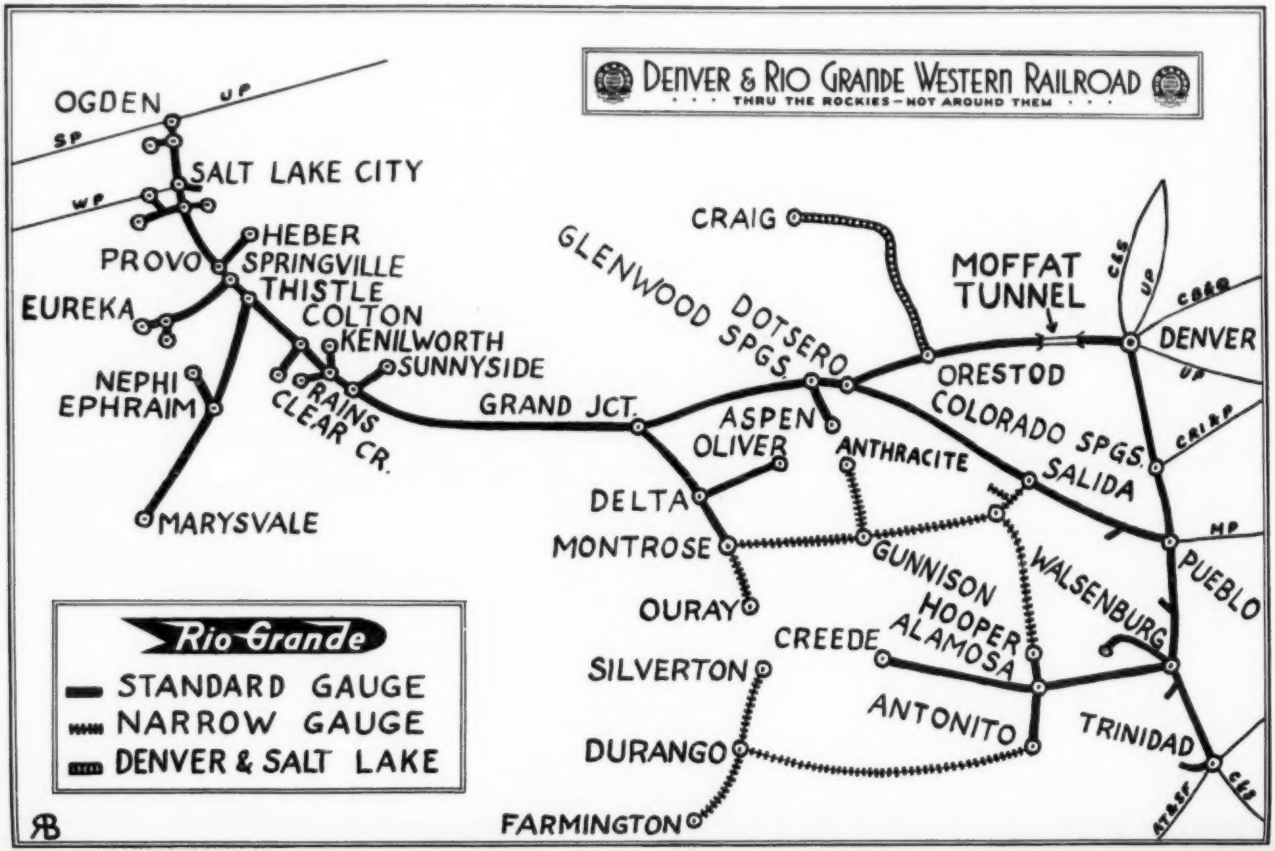
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UP
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WP
SALT LAKE CITY
HEBER
PROVO
SPRINGVILLE
THISTLE
EUREKA
COLTON
KENILWORTH
SUNNYSIDE
NEPHI
EPHRAIM
RAINS
CLEAR CR.
MARYSVALE
GRAND JCT.
CRAIG
GLENWOOD SPGS.
DOTSERO
MOFFAT TUNNEL
C&S
UP
CBRG
DENVER
UP
OREStOD
COLORADO SPGS.
CRIRP
ASPEN
OLIVER
ANTHRACITE
SALIDA
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MONTROSE
MP
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To the youngsters of yesterday whose hairs are now gray, the stories of the late Cy Warman made an indelible impression. You knew that those "rockaway" engines were not like anything you had seen but the thrilling stories, told in that masterly fashion, always appealed to you and you read them many times. Warman was a locomotive engineer on the Denver & Rio Grande and many of them were in connection with this road. Perhaps these stories were your first introduction to this scenic wonder of the American railroads.

It has remained for one of our members, who wishes his name withheld, to assemble this locomotive data. Last minute changes caused a change in plans, thus calling for a different form of presentation. In order that the list might be kept within the limits of this publication, it was decided to omit the scrap data and attach a list of locomotives in service on the first of this year.

The other paper that we are presenting by Mr. Robert E. Stewart, Jr., presents an interesting study of the commuter service on the Rock Island road. The author has given an interesting historical account of its development and the service within the last few years. In view of the fact this road has or soon will use diesels in this service, this paper is of especial interest.

And lastly, our member, Mr. C. O. Egerton has again favored us with one of his sketches for our cover, one of the D. & R. G. W. Mallets, the 3607 emerging from the Moffat Tunnel. To Mr. Robert R. Brown, we are indebted to his kindness in furnishing the map.

Locomotives of the Denver & Rio Grande

By A. B. Harbus

The Denver & Rio Grande Western R. R., operating in the states of Colorado, Utah and New Mexico some 2300 miles of line, traverses some of the most mountainous country in the United States. It has truly been called the "Scenic Line of the World" and, it might be added, that its operation, at times, has been most difficult, calling forth all of the ingenuity and skill of the operating and motive power departments. The main line extends from Denver, Colorado to Salt Lake City, Utah, a distance of 745 miles and to Ogden, Utah, which is 37 miles additional. On the east, at Denver and Pueblo it makes connections with the C. B. & Q., the Union Pacific, the Missouri Pacific and the A. T. & S. Fe. To the west, it connects with the Western Pacific, Southern Pacific and Union Pacific. Originally built as a narrow gauge (3'0") road under the name Denver & Rio Grande, it still operates a large mileage of this narrowed width.

The Denver & Rio Grande R. R. was incorporated October 27, 1870 and the right of way was granted by an Act of Congress passed in 1871. Colorado was then a territory. General William J. Palmer was interested in the growth of Denver. He had seen the Union Pacific by-pass that town and, on June 23, 1870, he had witnessed the arrival of the first train of the Denver Pacific R. R., from Cheyenne. It was his intention to construct a railroad through Arkansas Canyon and Rio Grande Valley to El Paso, Texas. Unforeseen circumstances changed these plans.

It was General Palmer that selected the gauge. Fresh from a visit to Wales where he had probably witnessed the performance of the Festiniog Ry., he decided that because of the mountainous country that the narrow gauge could be built and operated more cheaply than the standard gauge, thus making this road the first narrow gauge road of any considerable length in the country.

Actual construction started in 1871. In April of that year, enough rail from England had been delivered to lay 30 miles of track. These rails weighed only 30# per yard. The first spike was driven at Denver, July 28, 1871 and on October 27th of that year, the line was opened to Colorado Springs, 76 miles from Denver.

The first locomotives were received from the Baldwin Locomotive Works. There were two types—the 2-4-0 for passenger service and the 2-6-0 for freight service. The details of construction were very similar so as to provide for changeable parts. The smokeboxes were short, stacks of the diamond pattern, feed water supplied by one pump and one injector and the tenders were mounted on four wheels. Pipes were applied to blow jets of steam in front of the cylinders to scare the cattle from the track. This was the "wild west!" Five hours was the allowance for running time between Denver and Colorado Springs.

In 1873, the road received from the Duke of Sutherland, a locomotive of the Fairlie type that was named "Mountaineer" and numbered 101. It was a typical Fairlie locomotive with a double-ended boiler,

centrally located fireboxes made of copper. Stephenson valve gear was used with Le Chatelier water brake and a rather crude driver brake was applied. A single reverse and throttle lever operated both sets of machinery. Like all other Fairlie locomotives, the engine suffered from inadequate fuel and water capacity. Subsequently, a tender was added with water space in one end and fuel in the other (one wonders how the fireman stoked the engine even with this additional fuel supply). The flexible joints in the steam pipes gave trouble, the machinery was inaccessible and the men did not like her and if that is not enough to condemn an engine, then I don't know what is. An Engineer came with the engine when she was delivered and remained in the employ of the D & R. G. It seems that one day he and the "Mountaineer" got in the way of a passenger train. Altho' no damage was done, he was rightfully blamed for the trouble and suspended for ten days. Another engineer was sent to relieve him and after the Englishman had explained the use of all of the levers, etc., his successor replied—"You keep the engine, I'll take the ten days!" She was withdrawn from service around 1883.

The year 1876 saw the acquisition of more locomotives of the 2-6-0 type with larger boilers and cylinders than the first Moguls and the tenders were mounted on eight wheels. The first locomotives of the 4-4-0 type were delivered that year, the 2-4-0 types were too light for service and inclined to teeter. These locomotives handled a three car passenger train at a speed of 20 miles an hour on all grades and on August 29, 1876, the #16, with one baggage, five coaches and an excursion car made the run from Denver to Colorado Springs in four hours, including stops. With a weight of 36,000#, these locomotives were about as heavy as the 30# iron rail would stand.

In the meantime, the road financed largely by European capital was extending. In June, 1872, Pueblo, 44 miles from Colorado Springs was reached. The same year saw a branch completed from Pueblo to Canon City to reach the coal fields. Early in 1876 the road reached Cucharas, Colo. 50 miles south of Pueblo. This same year saw the commencement of the Garland Extension, a branch line from Cucharas through the Veta Pass and westward to Del Norte. It crossed the Rocky Mountains at a maximum elevation of 9339 feet, had grades of four per cent and curves of 30 degrees, thus presenting a difficult problem of operation. To operate on this section of the road, the Baldwin Locomotive Works built the "Alamosa"—the first 2-8-0 on the road and the heaviest class of narrow gauge motive power up to that time. The locomotive had a wagon-top boiler, fed by two pumps and one injector, main rods connected to the second pair of drivers and these and the third pair had blank tires. Le Chatelier cylinder water brake was applied because of the heavy grades. The engine was a success in not only handling the anticipated tonnage on the grades but in traversing the sharp curves without excessive flange wear. It proved that the Consolidation (2-8-0) type could be successfully used on the D. & R. G. and was the forerunner of a large fleet of this type of locomotive.

Braking has always been a serious problem on this road. In 1877, five of the 2-8-0 type locomotives had steam brakes applied to the rear drivers in addition to Le Chatelier's cylinder brake. Subsequently, the Westinghouse non-automatic brake was applied to the driving and tender wheels. The usual arrangement was for the air drum to be mounted on the rear of the tender with the pump on the locomotive. This called for three air hose connections between the locomotive and tender and was probably the pioneer application of the air brake to freight trains in regular railroad service. This period also marked the close of the cross-head driven pump for feeding the boiler; each locomotive was equipped with two injectors. The 15x18″ cylinder Consolidation type locomotives were capable of handling 262 tons of cars and lading between Denver and Pueblo, equivalent to a train of from 15 to 16 cars.

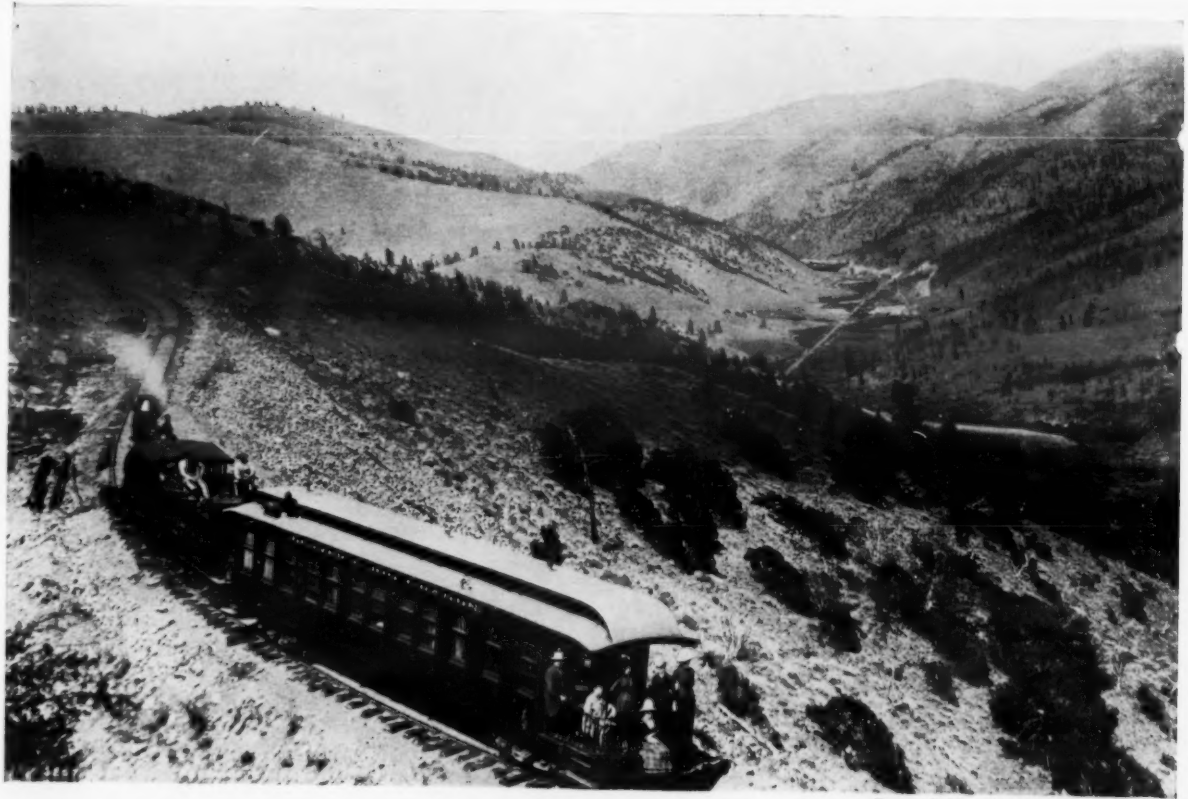
In order to meet the demand for more powerful passenger locomotives on the steep grades, the Baldwin Works delivered five locomotives of the 2-6-0 type in 1881. Numbered from 150-154, they were similar to other types delivered to the road but the wheel arrangement, used chiefly for freight service, makes them of interest.

In 1878, the D. & R. G. formed a company in New Mexico for the purpose of extending southwards through that territory. In April of that year, a force of men were sent to Raton Pass, New Mexico, in order to build a line through the pass that had been surveyed, thus obtaining access to the Raton coal fields. The Atchison, Topeka & Santa Fe R. R. was the first in that field. They obtained an injunction from the courts that prohibited the D. & R. G. from building through the Pass. Blocked at this point, the D. & R. G. projected an extension from Alamosa towards Santa Fe, N. M., a distance of 140 miles. The line to Espanola was completed in 1880; from that point to Santa Fe, the road was built by the Rio Grande & Santa Fe R. R. between 1882-6 and the latter was purchased by the D. & R. G. in 1896.

When the D. & R. G. attempted to build westward from Pueblo to Canon City, through the Royal Gorge; the Santa Fe having reached Pueblo and building in the direction of the rich mining section around Leadville, again attempted to block D. & R. G. This Gorge was so narrow that only one road could build through it and after much trouble, both in and out of the courts and, during which time some lives were lost, the courts decided in favor of the D. & R. G. and the Santa Fe withdrew.

On December 1, 1878, the D. & R. G. was leased to the A. T. & S. Fe for 30 years. Since the former company had failed to meet its interest on its bonds, it was delivered to a receiver appointed by the United States Circuit Court on August 15, 1879 and the Santa Fe lease was abrogated the following year. The receivership was of short duration, it ended April 6, 1880 but, during that short time, various questions in dispute such as the building of new lines, the division of traffic, etc. were settled.

After the discharge of the receiver, the Company embarked on a steady plan of extensions. One of these, on the line to Gunnison, Colo.



Marshall Pass above Mears, Colo.

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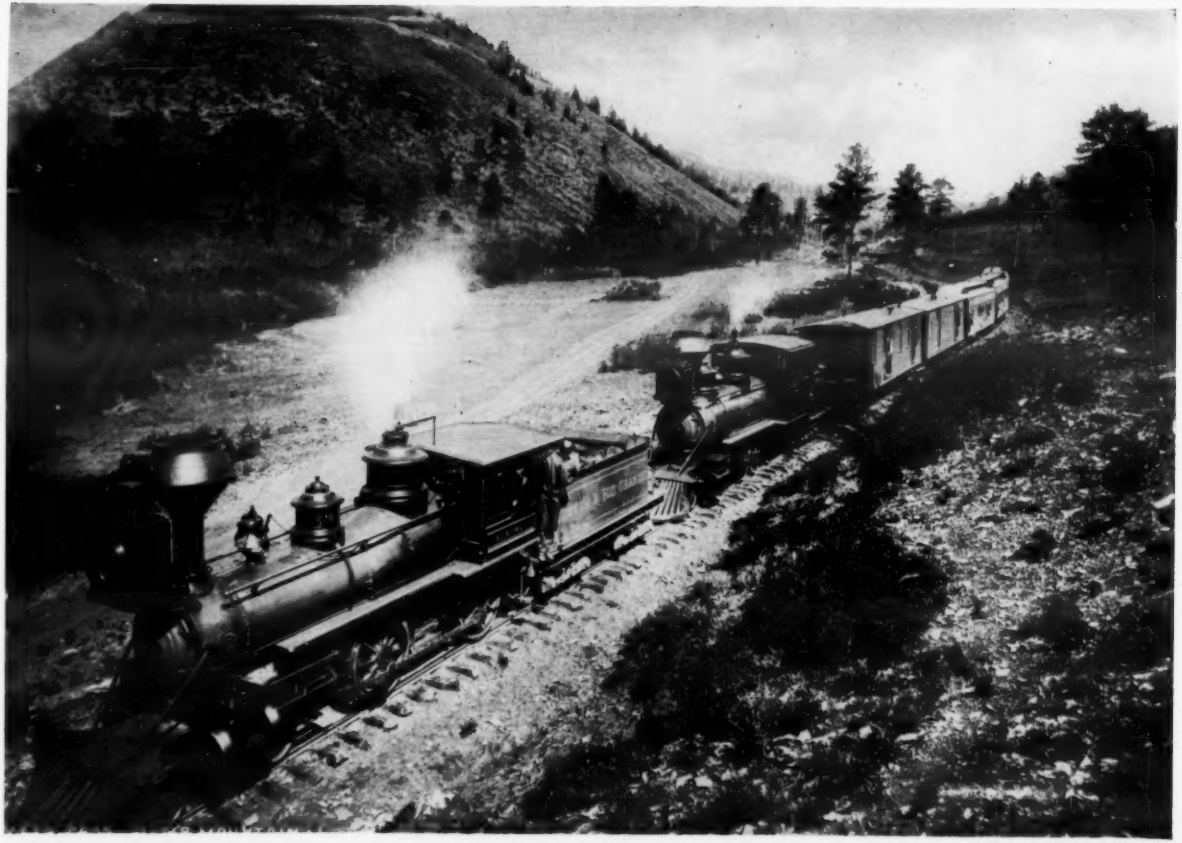
In the canon of the Rio Las Animas near Rockwood.

Denver Public Library Western Collection



D. & R. G. Nos. 99 & 46 at Veta Pass, Dump Mountain

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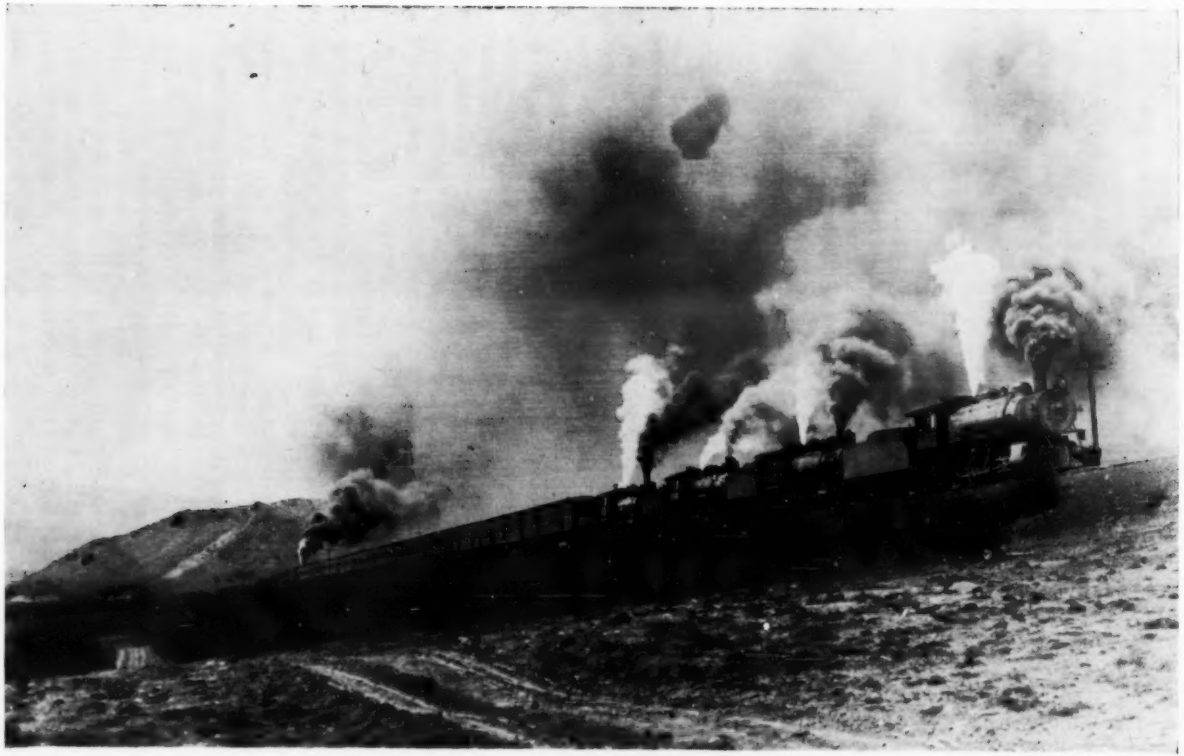


D. & R. G. Soldiers Summit, Utah, 1912. 7,454 ft. elevation.

R. & L. H. S. Collection

crossing the Rockies at Marshall Pass with grades of 211 feet to the mile. Steel rails were laid on these new extensions and they also replaced the old iron rails but the chief thing that was being felt at this period was the fact that it was a narrow gauge road making the exchange with their connections at Denver and Pueblo expensive and inconvenient. In 1881, a third rail was laid between Denver and Pueblo so that both narrow and standard gauge rolling stock could be used. On January 20, 1882, this standard gauge line was opened. This called for new locomotives and they were forthcoming from the Baldwin Works—three passenger locomotives of the 4-6-0 type, and five of the 2-8-0 type, but, because of the track, they were light for this type of locomotive.

With these locomotives came a group of eight 4-6-0 locomotives, built for the narrow gauge followed in 1883 by twelve more of the same type but with larger boilers. Two had short smokeboxes with diamond stacks, the remaining ten had extended smokeboxes and straight stacks. Four of these engines were placed in service between Denver and Pueblo, a distance of 120 miles and here, with the usual train of six cars, with the steepest grade 90 feet per mile, the engines were reported to have given satisfactory service compared with the Moguls that had previously been used on these runs.

During these years, the main line of the D. & R. G. was steadily pushed westward. By the end of 1882 the Utah State Line was reached and here, connections were made with the Denver & Rio Grande Western, built wholly within that state. This road, extending from Salt Lake City to the Utah-Colorado State Line, was leased by the D. & R. G. for 30 years from August 1, 1882, the rental being 40% of its gross earnings. May 21, 1883 saw the line completed to Ogden, Utah, with a through passenger train in operation each way daily making the 771 miles run westbound in 41½ hours, eastbound in 39 hours.

With the road now completed, the task of construction changed to one of operation. The road was located in a sparsely settled country; its bonded indebtedness was high and although its transportation charges were high, the net earnings were low. In 1883 the average passenger train load was only 20½ persons and the average freight train load 58 tons. Furthermore, the road was handicapped because of its narrow gauge; it was located in a mountainous country where the grades were steep and the curves sharp; it was costly to maintain because of heavy snows, washouts and falling stones. It was not any wonder that the road failed to meet the interest on its bonds and on July 12, 1884, a Receiver was appointed. In the report submitted to the bondholders, it was pointed out that many of the locomotives were too light for main line service and that although the condition of the passenger rolling stock was in good condition, the freight equipment was in very bad order. The light rail should be replaced by rails weighing 40 and 45 pounds per yard; that iron bridges replace the wooden and that the western end, which was hastily constructed, be improved.

Two years later the road was sold to the bondholders and reorganized under the name of the Denver & Rio Grande Railroad Company.

There was an improvement in earnings during tne receivership, extensions and improvements were planned and the relations with the Denver & Rio Grande Western which had been somewhat strained during the receivership because of the cancellation of the lease, these relations were improved. The first move was to standard gauge the main line by the laying of a third rail. In November, 1890, the work was completed between Denver and Ogden, via Leadville.

The road purchased two new classes of locomotives from the Baldwin Works during these improvements. The 4-6-0 type, Class T-18 for passenger service and the 2-8-0 type, Class C-28 for freight service were built over a period of five years. Both classes had the extended wagon-top boiler with radial stay firebox, the first application by the builder. Both types had long fireboxes placed between the frames and above the rear driving axle and both classes carried 140# steam pressure. The locomotives were capable of taking 22 degree curves and the middle drivers of the 4-6-0 and the main and intermediate of the 2-8-0 types were blanked. With plain slide valves, Westinghouse air brakes for train and tender and Le Chatelier cylinder water brake, these engines marked a big advancement in the locomotives previously used by the road. Forty-three locomotives of the 2-8-0 type were also built for the Rio Grande Western Ry., the western extension of the D. & R. G. between 1889 and 1892.

The years 1893 to 1895 were marked by a severe decline in the Colorado industries but the road pulled through and the report for June 30, 1896 showed increased earnings and a favorable outlook for the future. Heavier rail, 85# per yard was laid down between Denver and Pueblo and the R. G. W., with added traffic was spending more money for improvements.

In 1896 a larger ten-wheeled passenger locomotive, Class T-26, was placed in service. The first two were built by Baldwin in 1896, followed by two more built in the Burnham Shops of the D. & R. G., the other eight coming from Baldwin. This class was guaranteed to handle eight cars between Denver and Pueblo in 3½ hours or six cars in three hours, with 15 minutes for stops. These locomotives were followed in 1899 with twenty more, Class T-28, from the Brooks Works. These Brooks engines had larger boilers, carried a higher pressure and had a 21x26″ cylinder which was subsequently reduced to 20x26″. The engines were equipped with piston valves with the Stephenson link motion.

In 1900 the Denver & Rio Grande purchased 15 heavy 2-8-0 Consolidation type locomotives, Class C-41. These Baldwin locomotives were typical of that type as built at that time with straight top boilers, long fireboxes above the frames, balanced slide valves operated by the Stephenson link motion. They were followed by thirty more, Nos. 1101-1130 with wide fireboxes and Vauclain compound cylinders. The compounds showed an economy in fuel and water but all were subsequently rebuilt to simple engines and many were later superheated. For passenger service, the road purchased ten 4-6-0 type, Class T-31, Vauclain com-

pounds which were similar to the Brooks engines of the same type. Here again, these engines were subsequently rebuilt to simple engines and equipped with superheaters and piston valves.

In 1903, fifteen narrow gauge locomotives of the 2-8-2, Mikado type were built by the Baldwin Works. These were one of the earliest groups of this wheel arrangement. They were Vauclain compounds, subsequently rebuilt to simple engines. The boiler had a wide firebox placed back of the drivers and above the trailing truck; the frames were placed outside the wheels to insure stability on the narrow gauge and some have subsequently been equipped with superheaters and piston valves.

August 1st, 1908 saw the consolidation of the Rio Grande Western with the Denver & Rio Grande under the name of the Denver & Rio Grande R. R. Company. The main line now extended from Denver to Ogden and it formed an important link as one of the transcontinental lines.

In 1908, thirty-four locomotives of the 4-6-0 type, Class T-29 were placed in service. These had 21x26″ cylinders, 67″ drivers, firebox above the frames but between the wheels, all subsequently superheated and have always been regarded as one of the most dependable and efficient classes of locomotives on the road.

From the Baldwin Works in 1905 came ten Consolidations, Class C-39. These had the long, narrow firebox with the single expansion cylinders. They were followed by the Class C-48 engines from Schenectady. The latter had wide fireboxes and 23″ cylinders, increased to 24″ when the superheaters were applied. They are the largest of their type on the road.

In 1910, the first Mallets of the 2-6-6-2 type, Class L-62 were delivered from the Schenectady plant of the American Locomotive Works. With front and rear trucks these locomotives had a long but flexible wheel base and were adapted to either road or pushing service. The high pressure cylinders were equipped with piston valves and balanced slide valves on the low pressure cylinders with an intercepting valve for starting and also to prevent stalling on the grades. These engines were subsequently equipped with superheaters.

In 1913, sixteen more Mallets of the 2-8-8-2 wheel arrangement, Class L-96 were delivered, that developed about 50% more tractive effort than the 2-6-6-2 type Mallets. The same year saw the delivery of six locomotives of the 4-6-2, Pacific type together with fourteen of the 2-8-2, Mikado type, both from the Baldwin Works. Both types used superheated steam, were equipped with piston valves and Walschaerts valve gear; details providing for interchangeable parts were worked out and these locomotives, aside from the Mallets, were far more powerful than any previously used on the road.

In order to meet the demands of freight service on the heavy grades, in 1917 the Brooks plant of the American Locomotive Co., delivered ten locomotives of the Santa Fe, 2-10-2 type. At the time of their construction they were the largest of their type in the country and in hauling

capacity, they exceeded the 2-6-6-2 type Mallets built in 1910. In addition to using superheated steam, these engines were equipped with stokers and power reverse gears. All drivers had flanges and the first pair were equipped with a lateral motion device to permit flexibility. At the time of delivery, half were placed in road service between Denver and Salida, the balance were placed in pusher service between Minturn and Malta over Tennessee Pass with its 3% grades.

November 15th, 1920, saw the incorporation of the Denver & Rio Grande Western Railroad Company and five days later, this company took over the property of the Denver & Rio Grande Railroad.

Increasing passenger traffic, together with the use of steel equipment saw the need of larger locomotives for this type of service. In 1922, the first group of 4-8-2, Mountain type, Class M-67 were delivered by the American Locomotive Co. The boiler was the same diameter as the Santa Fe type but the firebox was shorter and these locomotives were also stoker fired. The tenders of these locomotives were exceptionally large for the time—14,000 gallons of water, 20 tons of coal, rectangular in shape and mounted on two six-wheeled trucks. These locomotives fully met their requirements and were followed by twenty more of a similar design in the year that followed. The same year saw the delivery of ten Mallets of the 2-8-8-2 type, Class L-107 from the Richmond Works of the American Locomotive Co. These locomotives were of the same design and dimensions developed by the U. S. Railroad Administration during World War I.

In 1923, the American Locomotive Co. also delivered to the road, ten 2-8-2, Mikado type for service on the narrow gauge portion of the road. Classified as K-28, these locomotives carried a weight of 113,500# on the drivers and developed a tractive effort of 27,540 lbs. These locomotives used superheated steam, were equipped with piston valves and Walschaerts valve gear. Again the frames were placed outside the wheels, all tires were flanged and the drivers were compactly arranged to form a wheel base of 12 feet 3 inches. Two years later, ten additional locomotives of the same type but larger in many ways were purchased from the Baldwin Works. These were the Class K-36. Both groups have proved to be fully adapted to the service for which they were intended and have given outstanding performance.

The last group of Mountain (4-8-2) type locomotives were delivered in 1926 from the Baldwin Works. These three cylinder locomotives were an attempt to handle the increasing passenger loads with this type of locomotive, the same as tried on other roads with this type of cylinder arrangement. When in condition, these locomotives could turn in a wonderful performance but the additional maintenance of the third cylinder, between the frames has been an additional burden and cost and only six of these locomotives are now in service.

In 1927, the Brooks plant of the American Locomotive Co. delivered ten more Mallets of the 2-8-8-2 type, Class L-131. Designed for both road and pusher service, they use high pressure steam in all four cylinders and are an exceedingly well designed and rugged locomotive.

With the limit reached in the Mountain type in the three cylinder locomotives, the road turned to the Northern (4-8-4) type. In 1929 the Baldwin Works delivered fourteen engines of this type, Class M-64, followed by five more in 1937, Class M-68. The former, as will be noted had 27x30″ cylinders, 70″ drivers while the latter had 26x30″ cylinders, 73″ drivers. Both groups of engines were stoker fired, equipped with feedwater heaters and thermic syphons and both groups have turned in a fine performance.

Of the freight locomotives, the 2-8-8-2 type, Class L-131 was followed in 1930 by a similar group of locomotives, Class L-132 from the American Locomotive Co. In 1938, the Baldwin Works delivered ten locomotives of the 4-6-6-4 type, Class L-105. Carrying 255# pressure supplied to all four cylinders, stoker fired, feedwater heaters and thermic syphons, these locomotives developed 105,000# tractive effort, not as great as the Class L-131 or 132. However, they were designed for freight service, rather than for freight and pusher service and, as such they have made a capable road engine. Five more of these engines came from the Baldwin Works in 1942 differing only slightly in details in the matter of equipment.

Until the advent of the diesel, this marks the end of the steam locomotives as developed by the D. &. R. G. Mention should be made of some of the locomotives purchased from other roads during World War II, in order to move the vast tonnage caused by the war in the Pacific area and the inability of our locomotive builders to furnish the much needed locomotives. From the Norfolk & Western were purchased five locomotives of the 4-8-2 type, constructed in their Roanoke Shops in 1926. Classified as M-69 by the D. & R. G., these locomotives compared favorably in the matter of tractive effort with the M-67 locomotives. Upon the close of hostilities they were sold to the Wheeling & Lake Erie R. R.

In the matter of additional freight power, the D. &. R. G. again went to the Norfolk & Western for additional power. Fifteen locomotives of the 2-8-8-2 type, Class L-109 were acquired, built by Baldwin and in the Roanoke Shops of the N & W, were added to the D. & R. G. motive power fleet. Here again, these engines compare most favorably with the Class L-109 but are not the equal of the L-131 and 132 classes. Thirteen are still in service at the present writing. Again, the two locomotives of the L-76 class, 2-6-6-2 type were also acquired from the N. & W. and both are still in service.

And lastly, of an order of 25 locomotives of the 4-6-6-4 type for the Union Pacific R. R., the War Production Board assigned six of these engines to the D. & R. G. W. and, at the close of the war, the road sold them to the Carolina, Clinchfield & Ohio R. R. These were built according to Alco.-Union Pacific design. This marks the end of the steam power on this road but in looking over the past seventy years, it has shown a steady development and improvement of certain successful types in which the motive power department and the locomotive builders may well be proud.

In recent years one or two factors have and will contribute to the success of this road. On May 1, 1902, a charter was granted to David H. Moffat and others for the construction of a railroad between Denver and Salt Lake City, Utah, under the Denver, Northwestern & Pacific Ry. The route selected lay to the north of the Denver & Rio Grande and through a difficult and mountainous region. The death of Mr. Moffat, the prime mover and a man identified with many a Colorado railroad enterprise caused a cessation in the work but not until Craig, Colo., a distance of 231 miles from Denver had been built. Reorganized as the Denver & Salt Lake R. R., the road played a minor part in Colorado railroad affairs.

The Moffat Road, as it was called, headed directly westward, which the D. & R. G. W. did not, due to the 119 mile stretch to Pueblo, almost due south. Finally, the citizens of Denver were authorized by the State of Colorado, to construct the Moffat tunnel on the D. &. S. L., which would eliminate the severest grades on this portion of the road, under a commission to authorize construction and let contracts and to make arrangements for its rental. The Denver & Salt Lake Western R. R., a 37 mile railroad was built between Dotsero and Orestod (Dotsero in reverse) and this line, opened in 1934 provided an almost direct line to Ogden. The distance via the old line of the D. & R. G. W. to Salt Lake City is 745 miles while the distance via the Moffat tunnel has been reduced to 570, a considerable saving. When the D. & R. G. W. emerged from its last receivership, April 11, 1947, the Denver & Salt Lake; Denver & Salt Lake Western and Rio Grande Jct. properties were combined with those of the Denver & Rio Grande Western R. R.

In the locomotive roster that follows, we have tried to present concisely and without too much detail all of the locomotives that saw service on these roads, those of the D. & S. L. are presented separately. The first classification adopted by the road was based on the weight of the engine. Thus, a locomotive of the 48 class, weighed approximately 48,000 pounds, irrespective of wheel arrangement. The road has continued this designation in its Summary of Equipment, designating this as the Motive Power Class. About 1924, a change was made in that a letter was used to designate the wheel arrangement followed by a figure that represented the Tractive Effort to the nearest thousand pounds. This is called the Road Class and this has been indicated in the roster that follows. Both 4-8-2 and 4-8-4 types were designated by the letter M and all articulated locomotives are designated by the letter L. There have been two renumberings—the one of 1908 allowed for the grouping of locomotives of the subsidiary lines and it also removed certain standard gauge engines from the narrow gauge series. The one of 1924 allowed for further expansion of and grouping of locomotives of the same wheel arrangement. The list that follows is presented in the order of their delivery under their original numbers with such renumbering to the right. Some of the locomotives were not renumbered in 1908 and this number which is the same as the original number is repeated in order that it may not be confused with the renumbering of 1924. The method of presentation seemed to be the simplest and the most logical method as well as one that would save space.

ACKNOWLEDGEMENTS

The author wishes to acknowledge his thanks to the three locomotive builders, American, Baldwin and Lima Works as well as to the officials of the Denver & Rio Grande Western R. R. in supplying much of the data on the locomotives.

Also, to the various reports to the stockholders, valuation records, locomotive rosters and records of renumbering found both in the Baker Library of the Harvard Business School and in the files of this Society.

For the history of the road and its motive power, the author is indebted to Mr. Paul T. Warner who paved the way in a similar article that appeared several years ago in the Baldwin Magazine.

In order to keep the roster within the limits of this bulletin, it was decided to omit all dates of when these locomotives were scrapped. Where locomotives were sold to another road, and the records of those roads give the details to the locomotive purchased, these have been included.

In closing, I'd like to add a letter that one of our members was interested enough to write to Mr. Walker:

> "I first knew the Rio Grande in 1888. At the time I was working for the Rock Island and was sent there to operate over the Rio Grande—Colorado Springs to Denver and Colorado Springs to Pueblo. At that time, trains 1, 2, 3 and 4 were narrow gauge and run over Marshall Pass. These trains were up to date in every way with sleepers, chair cars and diners. A year or so later they built the line over Soldier Pass and then standard gauge equipment was used.
>
> "The strange things I remember—all narrow gauge equipment used straight air brakes and it goes without saying what would happen if an air hose broke or the air line developed a leak. On the freight equipment, they did not use the draft gear of other roads but had heavy side floor sills, then bolted a heavy hard wood stick (about 3x8") to these outside floor sills and they would clear the end of the car about 2 to 4 inches. A small casting was bolted to the center of this stick and this casting was just large enough to accommodate the link and pin and was bolted in place with four bolts. This was supposed to take care of the slack and ease up on the 'bumps.'
>
> "Before I got on the job I saw a number of their engines that were stored and they were the most handsomely decorated I ever saw—scenes along the line were painted on the tenders, lots of brass, fancy colors and nicely striped."
>
> The letter was written by our member—Mr. B. H. Frick of Ada, Oklahoma. A pity that a record has not been kept or one could be made of the names of the scenes that were painted on the tenders of these D. & R. G. locomotives!

LOCOMOTIVE ROSTER

NARROW GAUGE LOCOMOTIVES

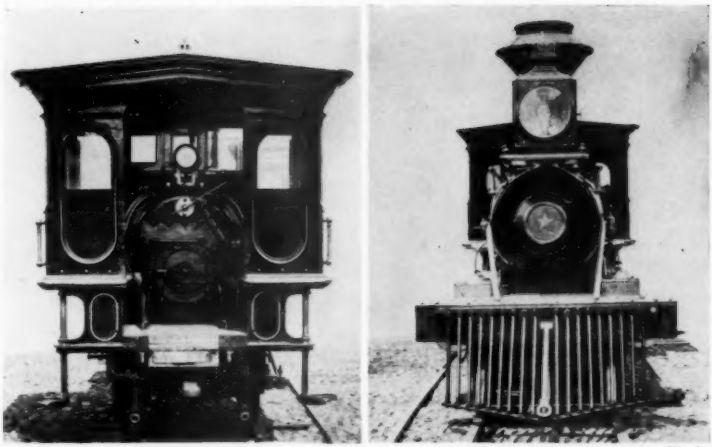
1	Montezuma	Baldwin	#2459	1871	2-4-0	25	
2	Tabi-wachi	Baldwin	#2479	1871	2-6-0	35	Rblt 0-6-0T Cl 39
3	Shou-wa-no	Baldwin	#2476	1871	2-6-0	35	Rblt 0-6-0T Cl 39
4	Cortez	Baldwin	#2566	1871	2-4-0	25	
5	Ouray	Baldwin	#2568	1871	2-6-0	35	
6	Ute	Baldwin	#2613	1871	2-4-0	25	Became Colo. Eastern #6
7	Del Norte	Baldwin	#2617	1871	2-4-0	25	
8	Arkansas	Baldwin	#2727	1871	2-6-0	35	Rblt 0-6-0T Cl 39
9	Huerfano	Baldwin	#2728	1871	2-6-0	35	
10	San Carlos	Baldwin	#2897	1873	2-6-0	35	
11	Cucharas	Baldwin	#3021	1873	2-6-0	35	Rblt 0-6-0T Cl 39
12	Las Animas	Baldwin	#3165	1873	2-6-0	35	
13	Santa Clara	Baldwin	#3806	1876	2-6-0	40	
14	Chicosa	Baldwin	#3809	1876	2-6-0	40	
15	Raton	Baldwin	#3810	1876	2-6-0	40	
16	Pike	Baldwin	#3867	1876	4-4-0	37	
17	Greenhorn	Baldwin	#3869	1876	4-4-0	37	
18	Spanish Peaks	Baldwin	#3871	1876	4-4-0	37	
19	Monte Cristo	Baldwin	#3899	1876	2-6-0	40	
20-21	Not Named	Baldwin	#4057-8	1877	0-6-0T	48	
22	Alamosa	Baldwin	#4076	1877	2-8-0	60	Re 228
23	Trinchera	Baldwin	#4158	1877	2-6-0	40	
24	Mosca*	Baldwin	#4191	1877	2-8-0	56	Re 41
24	Ex S. F. S. #4	Pittsburgh	# 424	1880	2-6-0	40A	
25	Hardscrabble	Baldwin	#4192	1878	2-8-0	56	Re 42
25	Ex S. F. S. #5	Pittsburgh	# 423	1880	2-6-0	40A	
26	Rio Bravo	Baldwin	#4331	1878	4-4-0	38	
27	Poncha	Baldwin	#4317	1878	2-6-0	40	
28	Nepesta	Baldwin	#4335	1878	2-6-0	40	
29	Cochetope	Baldwin	#4336	1878	2-6-0	40	Became RGS #11
30	Old Baldy	Baldwin	#4382	1878	2-8-0	56	
31	Dolores	Baldwin	#4384	1878	2-8-0	56	Rblt 0-8-0
32	Kit Carson	Baldwin	#4385	1878	2-8-0	56	
33	Silver Cliff	Baldwin	#4504	1879	2-8-0	56	
34	Royal Gorge	Baldwin	#4505	1879	2-8-0	56	
35	Culebra	Baldwin	#4738	1879	4-4-0	38	
36	San Juan	Baldwin	#4825	1879	4-4-0	38	
37	Piedra	Baldwin	#4809	1879	2-8-0	56	
38	Mancos	Baldwin	#4810	1879	2-8-0	56	
39	Chama	Baldwin	#4871	1880	2-8-0	56	
40	Elk Mountain	Baldwin	#4872	1880	2-8-0	56	
41	Grand Canyon	Baldwin	#4940	1880	2-8-0	60	Re 229
41	Ex #24	Baldwin	#4191	1877	2-8-0	56	
42	Anglo Saxon	Baldwin	#4938	1880	2-8-0	60	Became Nev. Co. N. G. #8
42	Ex #25	Baldwin	#4192	1878	2-8-0	56	
43	Copper Gulch	Baldwin	#4942	1880	2-8-0	56	
44	Texas Creek	Baldwin	#4974	1880	2-8-0	56	Became North Shore R. R. #40
45	Mojanda	Baldwin	#4976	1880	2-8-0	56	
46	Badito	Baldwin	#4981	1880	2-8-0	56	
47	Gold Town	Baldwin	#4985	1880	2-8-0	56	
48	Current Creek	Baldwin	#4984	1880	2-8-0	56	
49	Badger	Baldwin	#4986	1880	2-8-0	56	
50	Crestones	Baldwin	#4992	1880	2-8-0	56	Reblt 0-8-0
51	South Arkansas	Baldwin	#4990	1880	2-8-0	56	

R. & L. H. S. Collection. Ewing Galloway, N. Y.

The Royal Gorge, Grand Canon of the Arkansas, Colorado

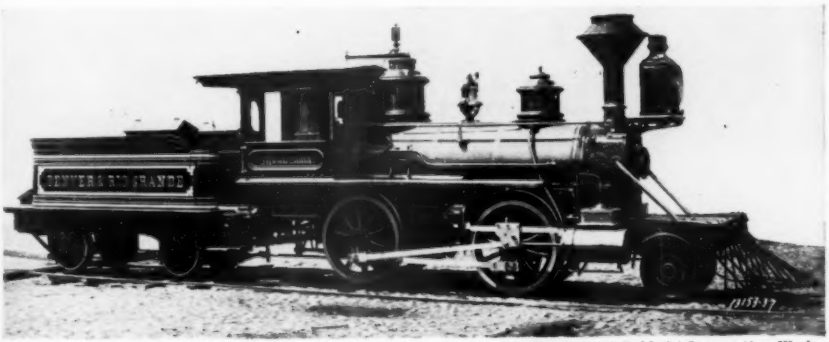
R. & L. H. S. Collection

D. & R. G. #401 on narrow gauge passenger train.



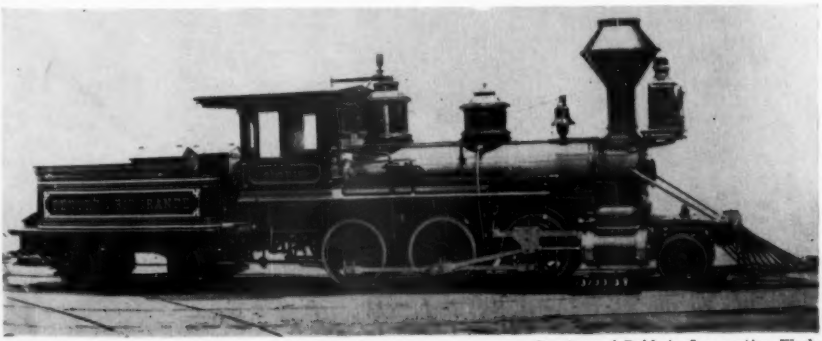
Courtesy of Baldwin Locomotive Works

Front and rear views of the "Montezuma."



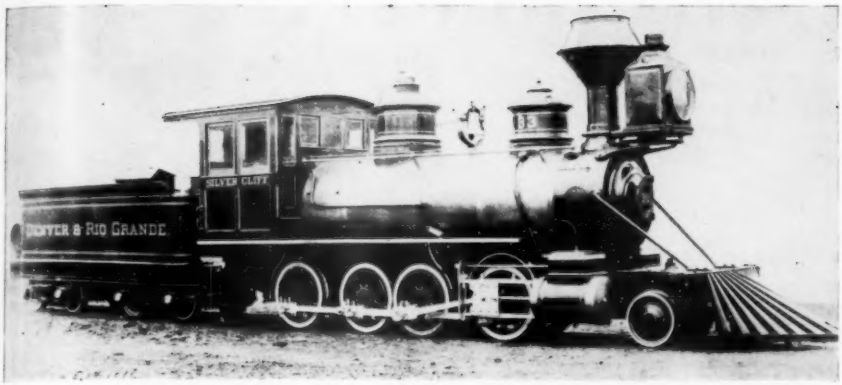
Courtesy of Baldwin Locomotive Works

D. & R. G. "Montezuma," Baldwin, 1871. 9x16" 40" 25000#.



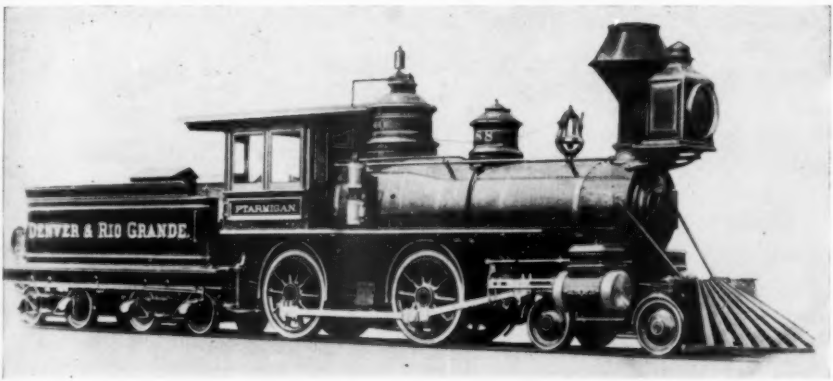
Courtesy of Baldwin Locomotive Works

D. & R. G. "Shou-wa-no," Baldwin, 1871. 11x16" 36" 35000#.



R. & L. H. S. Collection

D. & R. G. "Silver Cliff," Baldwin, 1878. 15x18" 36" 56000#.

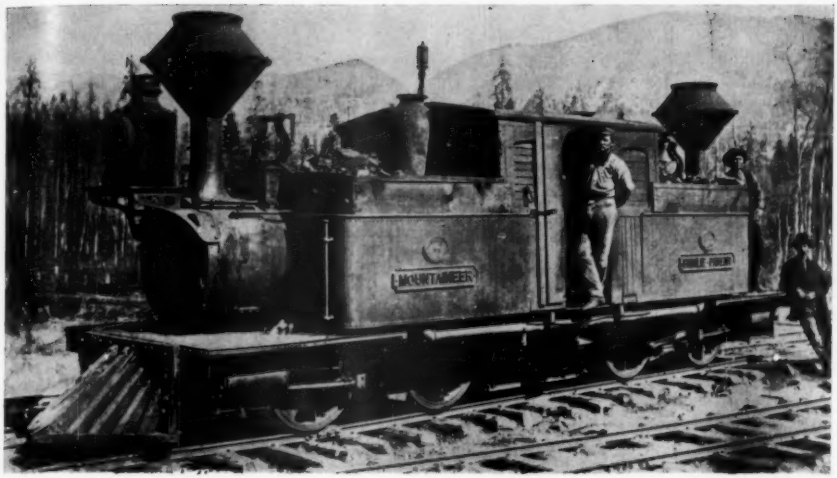


R. & L. H. S. Collection

D. & R. G. "Ptarmigan," Baldwin, 1880. 12x18" 45" 40000#.

R. & L. H. S. Collection

D. & R. G. W. #273 at Salida, 1908. Baldwin, 1882. 15x20" 56¾" 69110#.

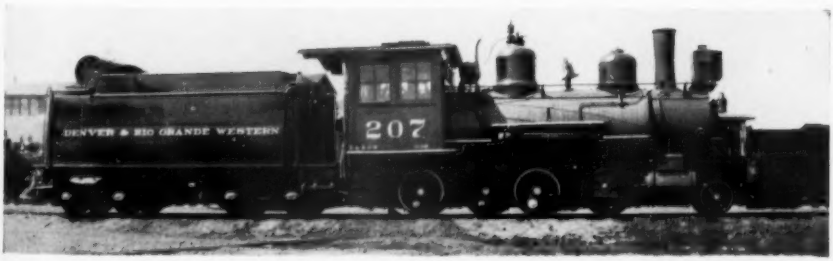


R. & L. H. S. Collection

Fairlie Patent Locomotive, Denver & Rio Grande Western Railroad. Brought over from England and used on La Veta Pass in the seventies. (4) 10x18" 39" 62000#.

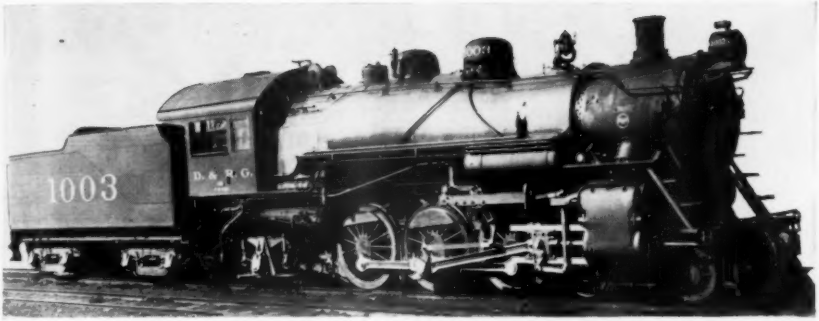
R. & L. H. S. Collection

D. & R. G. #163, Baldwin, 1883. 14x20" 45" 57650#.



R. & L. H. S. Collection

D. & R. G. W. #207, Grant, 1881. 15x20" 36¾" 69110#.

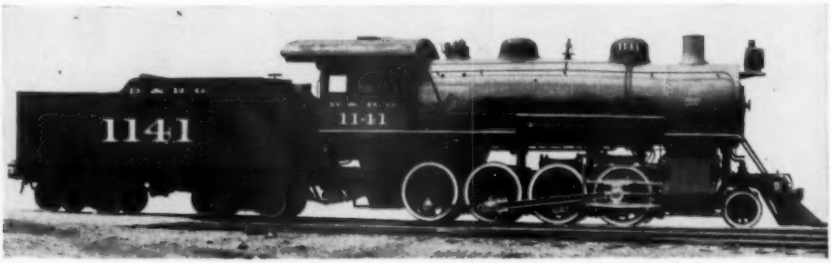


Courtesy of Baldwin Locomotive Works

D. & R. G. #1003, Baldwin, 1913. 26x26" 67" 261080#.

Courtesy of American Locomotive Co.

D. & R. G. #1057, Schenectady, 1910. 20½x33x32" 57" 340000#.



Courtesy of American Locomotive Co.

D. & R. G. #1141, Schenectady, 1906. 23x28" 57" 220400#.

52	Music Pass	Baldwin	#5002	1880	2-8-0	56	
53	Cottonwood	Baldwin	#5006	1880	2-8-0	56	
54	Ruby Camp	Baldwin	#5008	1880	2-8-0	56	
55	Tomichi	Baldwin	#5011	1880	2-8-0	56	Became Uintah R. R. #5
56	Buffalo Peaks	Baldwin	#5018	1880	2-8-0	56	
57	Chalk Creek	Baldwin	#5021	1880	2-8-0	56	
58	Fryer Hill	Baldwin	#5022	1880	2-8-0	56	Rblt 0-8-0
59	Hoosier	Baldwin	#5023	1880	2-8-0	56	
60	Mosquito Gulch	Baldwin	#5039	1880	2-8-0	56	
61	La Jara	Baldwin	#5040	1880	2-8-0	56	
62	San Antonio	Baldwin	#5041	1880	2-8-0	56	
63	Mt. Agassiz	Baldwin	#5051	1880	2-8-0	56	
64	Tres Piedras	Baldwin	#5069	1880	2-8-0	56	Rblt 0-8-0
65	San Cristoval	Baldwin	#5096	1880	2-8-0	56	Rblt 0-8-0
66	Bristol Head	Baldwin	#5098	1880	2-8-0	56	
67	Weminuche	Baldwin	#5102	1880	2-8-0	56	
68	Vermejo	Baldwin	#5103	1880	2-8-0	56	
69	Arroya Honda	Baldwin	#5132	1880	2-8-0	56	
70	Sierra Madre	Baldwin	#5133	1880	2-8-0	56	
71	Pacific Slope	Baldwin	#5136	1880	2-8-0	56	To RGWRy
71	Ex S. F. S. #3	?			2-8-0	56	
72	Piedra	Baldwin	#5137	1880	2-8-0	56	To RGWRy
73	Sneffels	Baldwin	#5138	1880	2-8-0	56	To RGWRy
74	Hermano	Baldwin	#5164	1880	2-8-0	56	To RGWRy
75	Uncompahgre	Baldwin	#5166	1880	2-8-0	56	To RGWRy
76	U. S. Mountain	Baldwin	#5184	1880	2-8-0	56	To RGWRy
77	Rinconida	Baldwin	#5185	1880	2-8-0	56	To RGWRy
78	Sandia	Baldwin	#5225	1880	2-8-0	56	To RGWRy
79	La Plata	Baldwin	#5226	1880	2-8-0	56	To RGWRy
80	Chico	Baldwin	#5200	1880	2-8-0	56	To RGWRy
81	Puerco	Baldwin	#5373	1880	2-8-0	56	To RGWRy
82	Colo-Chiquito	Baldwin	#5374	1880	2-8-0	56	
83	Sera La Sal	Baldwin	#5423	1881	2-8-0	56	
84	Bill Williams	Baldwin	#5156	1880	2-8-0	56	
85	Fort De Remer	Baldwin	#4948	1880	4-4-0	42	
86	San Miguel	Baldwin	#5042	1880	4-4-0	42	
87	Rito Alto	Baldwin	#5053	1880	4-4-0	42	To Sanford & St. Petersburg R. R.
88	Ptarmigan	Baldwin	#5198	1880	4-4-0	42	
89	Eagle River	Baldwin	#5105	1880	4-4-0	38	
90	Wahsatch	Baldwin	#5106	1880	4-4-0	38	
91	Ten Mile	Baldwin	#5107	1880	4-4-0	38	
92	Mogollon	Baldwin	#5118	1880	4-4-0	42	To S & St. P. R. R.
93	Roaring Forks	Baldwin	#5119	1880	4-4-0	42	To RGSRy #36
94	Gunnison	Baldwin	#5139	1880	4-4-0	42	
95	Embuda	Baldwin	#5140	1880	4-4-0	42	To S & St. P. R. R.
96	Morena	Baldwin	#5144	1880	4-4-0	42	
97	Not Named	Baldwin	#5088	1880	0-6-0T	48	
98	Not Named	Baldwin	#5090	1880	0-6-0T	48	
99	Kokomo	Baldwin	#5425	1881	4-4-0	42	
100	Hesperis	Baldwin	#5436	1881	4-4-0	42	
101	Col. Boone	Baldwin	#5441	1881	4-4-0	42	
102	Not Named	Baldwin	#5681	1881	0-6-0T	48	
103	Not Named	Baldwin	#5685	1881	0-6-0T	48	
104	Not Named	Baldwin	#5727	1881	0-6-0T	48	
105	Not Named	Baldwin	#5737	1881	0-6-0T	48	To RGSRy. #14
106	Not Named	Baldwin	#5735	1881	0-6-0T	48	
107	Not Named	Baldwin	#6631	1883	4-4-0	42½	To RGWRy.
108	Not Named	Baldwin	#6632	1883	4-4-0	42½	To RGWRy.
109	Not Named	Baldwin	#6633	1883	4-4-0	42½	

In 1873, the Baldwin Locomotive Works built under construction #3475 a locomotive for this road named "Mosca." It was the first 2-8-0 type built for the D. & R. G., was found too heavy for the light rail and was subsequently sold to the East Broad Top R. R. & Coal Co. D. & R. G. #24, on this list, should not be confused with the above locomotive because of the builder's prints which indicate road #13.

The two Pittsburgh locomotives received from the Santa Fe Southern in 1895 were originally built for the Cairo & St. Louis R. R. Nos. 26 and 27.

CLASSIFICATION

Class						
25	2-4-0	9x16"	40"	25000#	3580#	T. E.
35	2-6-0	11x16"	36"	35000#	5940#	
37	4-4-0	11x16"	44"	37000#	4750#	
38	4-4-0	12x16"	45"	37000#	5660#	
39	0-6-0T	11x16"	36"	39000#	6200#	
40	2-6-0	12x16"	36"	40000#	7060#	
40A	2-6-0	13½x20"	38"	52000#	——	For Santa Fe Southern locomotives
42	4-4-0	12x18"	45"	40000#	6380#	
42½	4-4-0	12x18"	45"	44150#	6380#	
48	0-6-0T	14x16"	36"	48000#	9640#	
56	2-8-0	15x18"	36"	56000#	12450#	
60	2-8-0	15x20"	36"	60000#	13800#	

At the time the Santa Fe Southern R. R. was acquired in 1895, the original Class 40 engines had been disposed of and the S. F. S. locomotives were assigned this same classification which we have designated herewith with the letter "A".

101 Mountaineer Vulcan Fdry 1872 0-4-4-0 (4) 10x18" 39" 62000#

Placed in service in 1873, this locomotive was a gift to the road by the Duke of Sutherland, an admirer and perhaps a stockholder. It seemed to develop plenty of trouble and was soon scrapped.

The following locomotives were acquired from the Utah & Pleasant Valley R. R. in 1883, assigned the following D&RG numbers and returned to the Utah & Pleasant Valley R. R. in September, 1884:

110-111	Dawson & Bailey	1873	11x16"	6-36"	26000
112-113	Porter Bell & Co.	1873	12x16"	6-36"	30800
114	Dawson & Bailey	1873	12x16"	4-32"	30800
115	Porter Bell & Co.	1873	12x16"	6-36"	30800
116	Baldwin	1877	12x16"	6-36"	40000
117-118	Porter Bell & Co.	1877	12x16"	6-36"	30800

CLASS 45. 2-6-0 14x20" 45" 52000# 9560# T. E.

150	Silverton	Baldwin	#5643	1881	to Bradford, Bordell & Kinzua R. R.
151	Ruxton	Baldwin	#5646	1881	
152	Durango	Baldwin	#5675	1881	
153	Col. Greenwood	Baldwin	#5784	1881	
154	Gov. Bent	Baldwin	#5785	1881	

CLASS 46 (STANDARD GAUGE). 4-6-0 14x20" 45" 55600# 10140# T. E.

155	Not Named	Baldwin	#5934	1881	Re 503
156	Not Named	Baldwin	#5936	1881	504
157	Not Named	Baldwin	#5949	1882	505

CLASS 45½. 4-6-0 14x20" 45" 37650# 10503# T. E.

158	Baldwin	#5954	1882
159	Baldwin	#5960	1882
160	Baldwin	#5963	1882
161	Baldwin	#5966	1882
162-163	Baldwin	#5969–70	1882
164	Baldwin	#5974	1882
165	Baldwin	#5977	1882

Nos. 158-9 and 165 were sold to the RGWRy and they in turn sold them to the RGSRR and were numbered 22-24.

CLASS T-12. 4-6-0 14x20" 47" 70550# 11590# T. E.

166	Baldwin	#6664	1883
167	Baldwin	#6671	1883
168	Baldwin	#6670	1883
169	Baldwin	#7028	1883
170	Baldwin	#7026	1883
171	Baldwin	#7029	1883
172-173	Baldwin	#7020–1	1884
174	Baldwin	#7024	1884
175-176	Baldwin	#7301–2	1884
177	Baldwin	#7306	1884

No. 168 was donated to Colorado Springs, Colo. in 1938.

No. 169 was at the N. Y. World's Fair in 1939 and donated to Alamosa, Colo. in 1941.

CLASS C-16. 2-8-0 15x20" 36" 69110# 16540# T. E.

200	Little Fork	Grant	1881	212	Antelope	Grant	1881
201	Ohio Creek	Grant	1881	213	Galena Mountain	Grant	1881
202	Elk Creek	Grant	1881	214	West Cliff	Grant	1881
203	Navajo	Grant	1881	215	Mt. Shavano	Grant	1881
204	Crested Buttes	Grant	1881	216	Red Cliff	Grant	1881
205	Animas Forks	Grant	1881	217	Grape Creek	Grant	1881
206	Hillerton	Grant	1881	218	Antonito	Grant	1881
207	Mt. Holy Cross	Grant	1881	219	Nevada	Grant	1881
208	Tennessee Pass	Grant	1881	220-221	Not Named	Grant	1881
209	Home Stake	Grant	1881	222	Not Named	Grant	1882
210	Silver Heel	Grant	1881	223	Not Named	Grant	1881
211	Kirber Creek	Grant	1881	224-227	Not Named	Grant	1882

228	Baldwin	#4076	1877	Ex #22
229	Baldwin	#4940	1880	Ex #41
230–239	These numbers vacant			
240 Lake City	Baldwin	#5655	1881	
241 Mersereau	Baldwin	#5654	1881	
242 Barranca	Baldwin	#5672	1881	Became RGS #1
243 Coxo	Baldwin	#5670	1881	Became RGS #3
244 Rico	Baldwin	#5693	1881	Became RGS #4
245 Frying Pan	Baldwin	#5689	1881	Became RGS #5
246 Otterbees	Baldwin	#5771	1881	Became RGS #6
247 Pawnee	Baldwin	#5772	1881	Became RGS #7
248 Comanche	Baldwin	#5801	1881	Became RGS #8
249 Not Named	Baldwin	#5800	1881	Became RGS #9
250–251 Not Named	Baldwin	#5895–6	1881	Became RGS #10 & 12
252 Not Named	Baldwin	#5917	1881	Became RGS #13
253 Not Named	Baldwin	#5919	1881	Became RGS #15
254–255 Not Named	Baldwin	#5923–4	1881	Became RGS #16-17
256 Not Named	Baldwin	#5945	1882	Became RGS #2
257 Not Named	Baldwin	#5951	1882	Sold to RGWRy

258	Not Named	Baldwin	#5957	1882	Became RGS #18
259	Not Named	Baldwin	#5956	1882	Became RGS #19
260–261	Not Named	Baldwin	#5967–8	1882	Became RGS #20-21
262	Not Named	Baldwin	#5996	1882	
263	Not Named	Baldwin	#5995	1882	
264	Not Named	Baldwin	#5991	1882	
265	Not Named	Baldwin	#5998	1882	
266–269	Not Named	Baldwin	#6000–3	1882	
270–273	Not Named	Baldwin	#6011–4	1882	
274	Not Named	Baldwin	#6024	1882	
275	Not Named	Baldwin	#6032	1882	Became RGW #101
276	Not Named	Baldwin	#6037	1882	
277	Not Named	Baldwin	#6028	1882	Became RGW #102
278	Not Named	Baldwin	#6030	1882	
279	Not Named	Baldwin	#6031	1882	Became RGW #103
280–281	Not Named	Baldwin	#6048–9	1882	
282	Not Named	Baldwin	#6051	1882	
283	Not Named	Baldwin	#6057	1882	
284–285	Not Named	Baldwin	#6070–1	1882	
286	Not Named	Baldwin	#6073	1882	
287	Not Named	Baldwin	#6077	1882	Became RGW #104
288	Not Named	Baldwin	#6095	1882	Became RGW #105
289	Not Named	Baldwin	#6097	1882	Became RGW #106
290	Not Named	Baldwin	#6110	1882	Became RGW #107
291	Not Named	Baldwin	#6109	1882	Became RGW #108

Some confusion exists in that the #283 was reported sold to the Nevada Co. N. G. According to Mr. G. M. Best, NCNG #8 carries badge plate #4938, originally the boiler on D&RG #42 but the road evidently swapped it with the one on D&RG #283. It was probably this boiler, #6057, assigned to D&RG #42 that went to the Silverton R. R. as their #100.

CLASS C-19. 2-8-0 16x20" 36¾" 74260# 18947# T. E.

400	Green River	Baldwin	#5571	1881	Re 340
401	Grand River	Baldwin	#5572	1881	803-405-345
402	Shoshone	Baldwin	#5603	1881	800-401-341
403	Roaring Forks Renamed New Mexico	Baldwin	#5604	1881	343
404	Sevier	Baldwin	#5630	1881	344
405	Utah	Baldwin	#5633	1881	804-410-349
406	Cumbres	Baldwin	#5712	1881	346
407	Old Rube	Baldwin	#5713	1881	347
408	Marshall Pass	Baldwin	#5730	1881	348
409	Red Cliff Renamed Red Buttes	Baldwin	#5731	1881	Became RGS #41
410	Treasury Mt.	Baldwin	#5755	1881	Re 801-411-342
411	Quartz Creek	Baldwin	#5756	1881	802-402 Became RGS #40

CLASS C-17. 2-8-0 16x20" 36¾" 70300# 17100# T. E.

417–418	Baldwin	#8563–4	1887	Re 300, 303
419	Baldwin	#8625	1887	304
420	Baldwin	#8626	1887	Became RGS #42
421	Baldwin	#8629	1887	Re 301
422	Baldwin	#8632	1887	302

CLASS C-17. 2-8-0 16x20" 37" 71110# 17110# T. E.

554	Baldwin	1884	Re 306
555	Baldwin	1890	305

Formerly Rio Grande Southern standard gauge locomotives, rebuilt to narrow gauge and all identification lost in the rebuilding.

CLASS C-18. 2-8-0 16x20" 38" 72000# 16606# T. E.

F&CC 3	D&RG 425	Baldwin	#14352	1895	Re 315
F&CC 11	D&RG 426	Baldwin	#15246	1897	316
F&CC 5	D&RG 427	Baldwin	#14513	1895	317
F&CC 8	D&RG 428	Baldwin	#14769	1896	318
F&CC 9	D&RG 429	Baldwin	#14770	1896	319
F&CC 7	D&RG 424	Baldwin	#14768	1896	320

From Florence & Cripple Creek R. R. Their #7 was acquired from the Midland Terminal R. R. The 300 series to which these and the Class C-17 and 19 engines were renumbered was the 1924 series.

CLASS C-21. 2-8-0 17x20" 38 7/8" 95650# 20686# T. E.

CRR 101	D&RG 430	Baldwin	#17872	1900	Re 360
CRR 102	D&RG 431	Baldwin	#17717	1900	361

CLASS C-25. 2-8-0 18x20" 38" 117400# 24641# T. E.

CRR 103	D&RG 432	Baldwin	#21757	1903	Re 375

The last two groups came from the Crystal River R. R.

CLASS K-27. 2-8-2 13&22x22" 40" 125500# 27000# T. R. REBUILT 17x22"

450	Baldwin	#21677	1903	458	Baldwin	#21910	1903
451	Baldwin	#21685	1903	459	Baldwin	#21936	1903
452	Baldwin	#21803	1903	460	Baldwin	#21728	1903
453	Baldwin	#21824	1903	461	Baldwin	#21729	1903
454	Baldwin	#21832	1903	462	Baldwin	#21781	1903
455	Baldwin	#21845	1903	463	Baldwin	#21788	1903
456	Baldwin	#21854	1903	464	Baldwin	#21796	1903
457	Baldwin	#21894	1903				

No. 455 was sold to the Rio Grande Southern and Nos. 458-9 were sold to the National Rys. of Mexico.

CLASS K-28. 2-8-2 18x22" 44" 156000# 27540# T. E.

470–479	Schenectady	#64981-90	1923

Nos. 470-2, 4-5, 7 and 9 were sold in 1942 to the U. S. Gov't for service on the White Pass & Yukon R. R. At the close of the war they were brought back to Seattle, Wash. to be sold for scrap.

CLASS K-36. 2-8-2 20x24" 44" 187100# 36200# T. E.

480–481	Baldwin	#58558-9	1925	483–489	Baldwin	#58584-90	1925
482	Baldwin	#58541	1925				

CLASS K-37. 2-8-2 20x24" 44" 187250# 37100# T. E.

490–495	D. & R. G.	1928	496–499	D. & R. G.	1930

The above engines were converted at Burnham Shops, Denver from standard gauge, 2-8-0 type locomotives, Class C-41, Nos. 1014, 1026, 1021, 1005, 1020, 1004, 1023, 1003, 1009 and 1025, in that order.

STANDARD GAUGE LOCOMOTIVES

These locomotives, as in the case of the narrow gauge locomotives, are listed in sequence under the numbers that they were delivered with the 1908 and 1924 renumbering, shown at the extreme right, when so renumbered.

CLASS 74. 2-8-0 16x20" 36" 68700# 17000# T. E.

In 1888-9, five engines of the 400-411 series (N. G.) were rebuilt to standard gauge for switching service and renumbered in the 800 series. These engines were subsequently converted to narrow gauge but were not assigned their former numbers. The numbers assigned these engines in 1898 and 1900 were retained in the 1924 renumbering. Details covering these engines will be found in the Class C-19 locomotives, the renumbering is given herewith:

402-800-401; 410-801-411; 411-802-402; 401-803-405; 405-804-410

These engines were subsequently renumbered as shown when converted to the C-19 class.

CLASS 75. 2-8-0 16x20" 36" 69300# 16320# T. E.

412	Baldwin	#5850	1881	415	Baldwin	#5860	1881
413	Baldwin	#5845	1881	416	Baldwin	#5928	1881
414	Baldwin	#5857	1881				

These engines were renumbered 550-554 in 1887.

CLASS 76. 4-6-0 16x24" 56" 78300# 12605# T. E.

500	Denver	Baldwin	#6533	1883
501	Manitou	Baldwin	#6534	1883
502	Pueblo	Baldwin	#8636	1887

CLASS 46. 4-6-0 14x20" 45" 55600# 10140# T. E.

503-505	Baldwin	1881-2	Formerly Nos. 155-156 #504 to Denver, Lakewood & Golden R. R.

CLASS 104. 4-6-0 17x24" 60" 104200# 15463# T. E.

503-506	Rome	#568-571	1890	From RGW Nos. 51-54

CLASS T-18. 4-6-0 18x24" 54" 109000# 17924# T. E.

506	Trinidad	Baldwin	#8876	1887	Re 512-505
507	Salida	Baldwin	#8877	1887	None
508	Buena Vista	Baldwin	#8883	1887	508-511
509	Leadville	Baldwin	#9107	1888	None
510	Glenwood	Baldwin	#9108	1888	None
511	Aspen	Baldwin	#9111	1888	None
512	Not Named	Baldwin	#10503	1889	To Colo. & Wyoming R. R.
513	Not Named	Baldwin	#10499	1889	None
514	Not Named	Baldwin	#10518	1889	None
515-516	Not Named	Baldwin	#11146-7	1890	None
517	Not Named	Baldwin	#11156	1890	None
518	Not Named	Baldwin	#11153	1890	None
519	Not Named	Baldwin	#11186	1890	None
520	Not Named	Baldwin	#11191	1890	None
521	Not Named	Baldwin	#11189	1890	None
522-523	Not Named	Baldwin	#11192-3	1890	None
524	Not Named	Baldwin	#11187	1890	524-506
525	Not Named	Baldwin	#11197	1890	None
526	Not Named	Baldwin	#11199	1890	None
527	Not Named	Baldwin	#11201	1890	None
528	Not Named	Baldwin	#11635	1891	528-508
529	Not Named	Baldwin	#11636	1891	529-514
530	Not Named	Baldwin	#11727	1891	530-512
531	Not Named	Baldwin	#11761	1891	None

532	Not Named	Baldwin	#11717	1891	To Crystal River & San Juan R. R. #1
533	Not Named	Baldwin	#11723	1891	Re 533-507
534	Not Named	Baldwin	#11731	1891	534-513
535	Not Named	Baldwin	#11720	1891	None
536	Not Named	Baldwin	#11718	1891	None
537	Not Named	Baldwin	#11725	1891	None
538	Not Named	Baldwin	#11869	1891	None

CLASS T-17. 4-6-0 18x24" 60" 114800# 17075# T. E.

RGW 33-36	D&RG 540-543	Rome 536-9	1889		
RGW 37-38	D&RG 544-545	Rome 540-1	1890	#545 renumbered 500 in 1924	
RGW 39-42	D&RG 546-549	Rome 672-5	1891	#548 renumbered 501 in 1924	

#543 became Deep Creek Ry #1.
Nos. 546 and 549 became Western Pacific Nos. 126 and 127 respectively.

CLASS 75. 2-8-0 16x20" 36" 69300# 16320# T. E.

550-554 Ex 412-416. Data found under these original numbers. Re 800-4, 1908 #800 re 10 in 1924. All rblt. to 0-8-0T, Class S-19 prior to 1900, 64900# wt.

CLASS 124. 4-6-0 19x24" 67" 124000# 17586# T. E. 127850# #552

550	Baldwin	#12578	1892	552	Baldwin	#12954	1892
551	Baldwin	#12596	1892				

Ex R. G. W. Nos. 61, 62 and 66

CLASS C-14. 2-8-0 15x20" 36" 65400# 14343# T. E.

RGW 11	D&RG #553	Baldwin ——	1882	Re 290	

CLASS 77. 2-8-0 16x20" 36" 75900# 17528# T. E.

RGW 1	D&RG #554	Baldwin ——	1884	Re 306
RGW 13	D&RG #555	Baldwin ——	1890	Re 305

See Class C-17 N. G. Originally standard gauge, rebuilt by the D&RG to narrow gauge and subsequently sold to the RGW, they built them to standard gauge.

CLASS C-28. 2-8-0 20x24" 47" 115000# 25600# T. E.

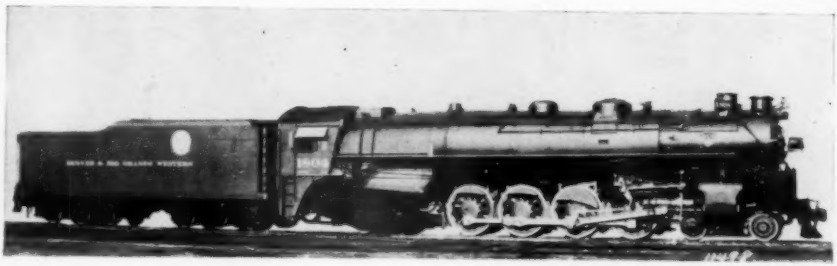
46" 112650 AS DELIVERED

555	Baldwin	# 8950	1888	Re 581-681
556	Baldwin	# 8953	1888	556-636
557	Baldwin	# 8954	1888	557-637
558	Baldwin	# 8958	1888	558-638
559	Baldwin	# 8959	1888	559-639
560	Baldwin	# 9088	1888	560-640
561	Baldwin	# 9089	1888	561-641
562	Baldwin	# 9090	1888	562-642
563	Baldwin	# 9093	1888	563——
564	Baldwin	# 9094	1888	564-644
565	Baldwin	# 9619	1888	565-645
566	Baldwin	# 9617	1888	566-635
567	Baldwin	# 9620	1888	567——
568	Baldwin	# 9626	1888	568——
569	Baldwin	# 9745	1889	569-643
570	Baldwin	# 9747	1889	570-630
571	Baldwin	# 9751	1889	571-631
572	Baldwin	# 9752	1889	572-632

573	Baldwin	# 9754	1889	573-633	
574	Baldwin	# 9755	1889	574-634	
575	Baldwin	#10395	1889	575——	
576	Baldwin	#10396	1889	576-676	
577	Baldwin	#10397	1889	577-677	
578	Baldwin	#10398	1889	578-678	
579	Baldwin	#10401	1889	579-679	
580	Baldwin	#10481	1889	580-680	
581	Baldwin	#10480	1889	—— ——	Sold Colo & S. E. R. R.
582	Baldwin	#11202	1890	582-682	
583	Baldwin	#11207	1890	583-683	
584	Baldwin	#11222	1890	584-684	
585	Baldwin	#11223	1890	585-685	
586	Baldwin	#11229	1890	586-686	
587	Baldwin	#11236	1890	587-687	
588	Baldwin	#11243	1890	588——	
589	Baldwin	#11244	1890	589-689	
590	Baldwin	#11238	1890	590——	
591	Baldwin	#11239	1890	591-691	
592	Baldwin	#11249	1890	592-648	
593	Baldwin	#11254	1890	593-657	
594	Baldwin	#11245	1890	594-671	
595	Baldwin	#11252	1890	595-668	
596	Baldwin	#11237	1890	596-688	
597	Baldwin	#11251	1890	597——	
598	Baldwin	#11259	1890	598——	
599	Baldwin	#11260	1890	599-690	
600	Baldwin	#11255	1890	600-670	
601	Baldwin	#11256	1890	601-661	
602	Baldwin	#11257	1890	602-672	
603	Baldwin	#11261	1890	603-673	
604	Baldwin	#11262	1890	604-674	
605	Baldwin	#11258	1890	605-675	
606	Baldwin	#11263	1890	606-646	
607	Baldwin	#11279	1890	607-647	
608	Baldwin	#11271	1890	608——	
609	Baldwin	#11282	1890	609-649	
610	Baldwin	#11904	1891	610-650	
611	Baldwin	#11905	1891	611-651	
612	Baldwin	#11911	1891	612-652	
613	Baldwin	#11908	1891	613-653	
614	Baldwin	#11912	1891	614-654	
615	Baldwin	#11924	1891	615-655	
616	Baldwin	#12005	1891	616-656	
617	Baldwin	#12006	1891	617——	
618	Baldwin	#12013	1891	618-658	
619	Baldwin	#12037	1891	619-659	
620	Baldwin	#12038	1891	620-660	
621	Baldwin	#12043	1891	621——	
622	Baldwin	#12050	1891	622-662	
623	Baldwin	#12058	1891	623-663	
624	Baldwin	#12059	1891	624-664	
625	Baldwin	#12060	1891	625-665	
626	Baldwin	#12064	1891	626-666	
627	Baldwin	#12073	1891	627-667	
628	Baldwin	#12087	1891	628——	
629	Baldwin	#12095	1891	629-669	

Courtesy of Baldwin Locomotive Works

D. & R. G. W. #1606, Baldwin, 1926. (3) 25x30" 67" 419310#.



Courtesy of Baldwin Locomotive Works

D. & R. G. W. #1804, Baldwin, 1937. 26x30" 73" 470000#.

Courtesy of American Locomotive Co.

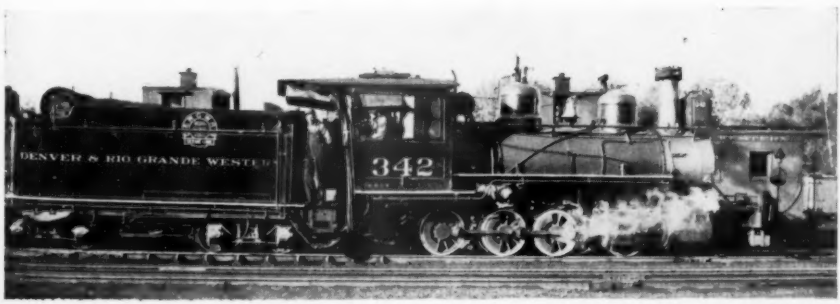
D. & R. G. W. #3506, Richmond, 1923. 25x39x32" 57" 534000#.

R. & L. H. S. Collection

D. & R. G. #401, Baldwin, 1881. 16x20" 36¾" 74260#.

Courtesy of Baldwin Locomotive Works

D. & R. G. Passenger Coach, built by Jackson & Sharp, Wilmington, Delaware, between 1871 and 1876.

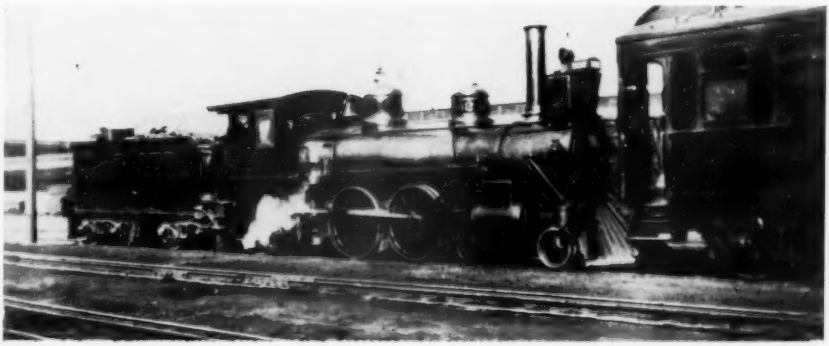


R. & L. H. S. Collection

D. & R. G. W. 342, Baldwin, 1881. 16x20" 36¾" 74260#.

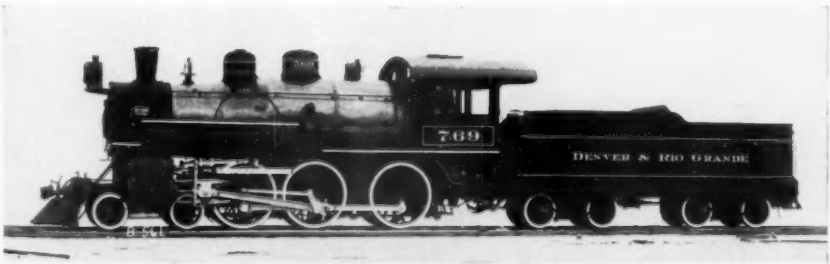
Courtesy of Baldwin Locomotive Works

Early four-wheel car on the D. & R. G.



R. & L. H. S. Collection

D. & R. G. #502 at Denver, 1908, Baldwin, 1887. 16x24" 56" 783000#.



Courtesy of American Locomotive Co.

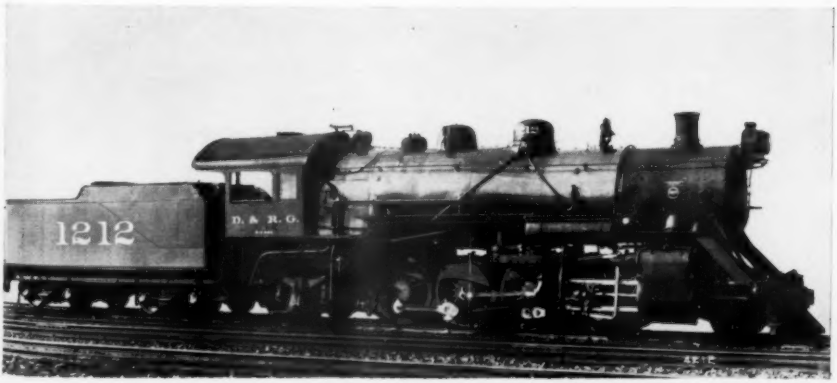
D. & R. G. #769, Brooks, 1908. 21x26" 67" 184000#.

Courtesy of American Locomotive Co.

D. & R. G. #1259, Brooks, 1916. 31x32" 63" 428500#.

R. & L. H. S. Collection

D. & R. G. #1519, Brooks, 1923. 28x30" 63" 384200#.

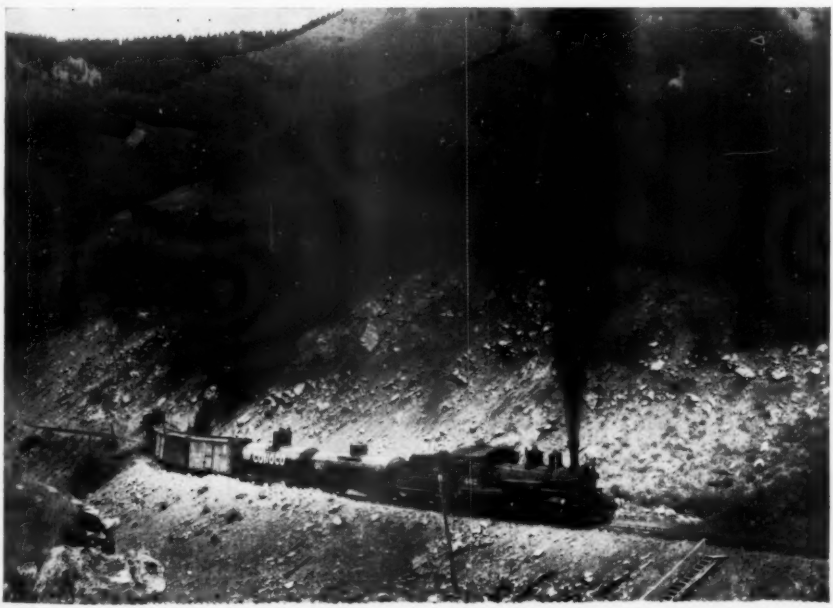


Courtesy of Baldwin Locomotive Works

D. & R. G. #1212, Baldwin, 1912. 27x30" 63" 276000#.

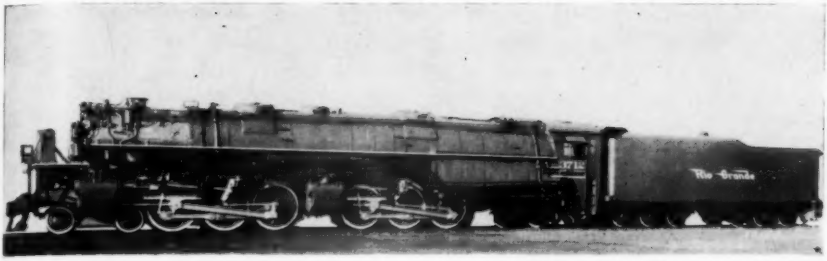
R. & L. H. S. Collection

D. & R. G. #453, Baldwin, 1903. 17x22" 40" 125500#.



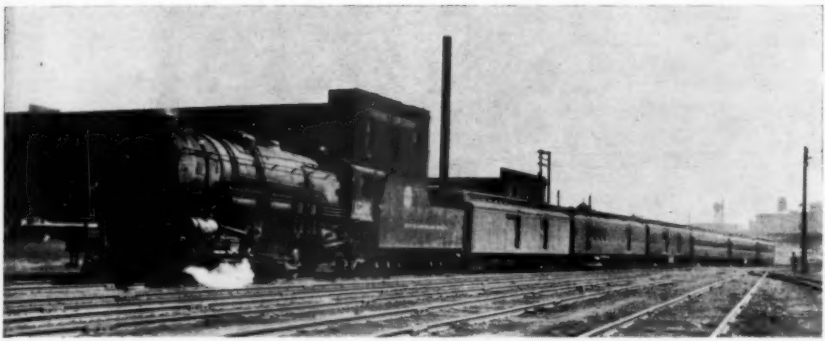
R. & L. H. S. Collection

D. & R. G. #462, Baldwin, 1903. 17x22" 40" 125500#.



R. & L. H. S. Collection

D. & R. G. W. #3712, Baldwin, 1942. 23x32" 70" 641700#.



Courtesy of Paul T. Warner

Class M-67, Mountain Type, leaving Denver on Train No. 1, the Scenic Limited.

Courtesy of Paul T. Warner

Three-cylinder Mountain Type Locomotive ready to leave Salida on Train No. 2.

CLASS C-26. 2-8-0 20x24" 50" 120100# 25600# T. E.

20x24" 46" 113000# 27778# T. E. RGW NOS. 116, 147 & 149

RGW 111	Baldwin	#10270	1889	D&RG 630-600	
RGW 112	Baldwin	#10272	1889	D&RG 631-601	
RGW 113	Baldwin	#10273	1889	D&RG 632——	
RGW 114	Baldwin	#10278	1889	D&RG 633——	
RGW 115	Baldwin	#10279	1889	D&RG 634-604	
RGW 116	Baldwin	#10280	1889	D&RG 635-605	
RGW 117	Baldwin	#10284	1889	D&RG 636-606	
RGW 118	Baldwin	#10285	1889	D&RG 637-607	
RGW 119	Baldwin	#10286	1889	D&RG 638——	
RGW 120	Baldwin	#10289	1889	D&RG 639-625	
RGW 121	Baldwin	#10294	1889	D&RG 640-610	
RGW 122	Baldwin	#10384	1890	D&RG 641-611	
RGW 123	Baldwin	#10385	1890	D&RG 642-612	
RGW 124	Baldwin	#10386	1890	D&RG 643——	
RGW 125	Baldwin	#10387	1890	D&RG 644——	
RGW 126	Baldwin	#10388	1890	D&RG 645——	
RGW 127	Baldwin	#10390	1889	D&RG 646-613	
RGW 128	Baldwin	#10391	1889	D&RG 647-603	
RGW 129	Baldwin	#10392	1889	D&RG 648——	
RGW 130	Baldwin	#10393	1889	D&RG 649-609	
RGW 131	Baldwin	#10468	1890	D&RG 650-608	
RGW 132	Baldwin	#10471	1890	D&RG 651——	
RGW 133	Baldwin	#10475	1890	D&RG 652-602	
RGW 134	Baldwin	#10476	1890	D&RG 653——	
RGW 135	Baldwin	#10479	1890	D&RG 654-614	
RGW 136	Baldwin	#11585	1891	D&RG 655-615	
RGW 137	Baldwin	#11584	1891	D&RG 656-616	
RGW 138	Baldwin	#11591	1891	D&RG 657-617	
RGW 139	Baldwin	#11592	1891	D&RG 658-618	
RGW 140	Baldwin	#11568	1891	D&RG 659-619	
RGW 141	Baldwin	#11669	1891	D&RG 660-620	
RGW 142	Baldwin	#11771	1891	D&RG 661	Became Indian Valley R. R. #1
RGW 143	Baldwin	#11777	1891	D&RG 662-626	
RGW 144	Baldwin	#12025	1891	D&RG 663-623	
RGW 145	Baldwin	#12026	1891	D&RG 664-624	
RGW 146	Baldwin	#12036	1891	D&RG 665——	
RGW 147	Baldwin	#12033	1891	D&RG 666——	
RGW 148	Baldwin	#12034	1891	D&RG 667——	
RGW 149	Baldwin	#12417	1892	D&RG 668——	
RGW 150	Baldwin	#12421	1892	D&RG 669——	
RGW 151	Baldwin	#12423	1892	D&RG 670-621	
RGW 152	Baldwin	#12431	1892	D&RG 671——	
RGW 153	Baldwin	#12426	1892	D&RG 672-622	

CLASS C-16. 2-8-0 16x20" 38" 80200# 16600# T. E.

(From San Pete Valley R. R.)

SPV 50	Baldwin	#14875	1896	D&RG 680-287	
SPV 52	Baldwin	#14876	1896	D&RG 681-288	

CLASS T-26. 4-6-0 20x26" 63" 149065# 25959# T. E.

700-701	Baldwin	#14989-90	1896	Re 700-701;	540-541
702-703	D&RG		1897	702-703;	542-543
704	Baldwin	# 15692	1898	704;	544
705	Baldwin	# 15693	1898	705;	535
706-709	Baldwin	#16178-81	1898	706-709;	536-539
710-711	Baldwin	#16182-83	1898	710-711;	545-546

CLASS T-19. 4-6-0 21&33x24" 66" 134000# ———

19x24" 66" 137000# (rebuilt)

RGW 63	Baldwin	#12601	1892	Re 712-521
RGW 64	Baldwin	#12946	1892	713-520
RGW 65	Baldwin	#12950	1892	714——
RGW 70	Baldwin	#15561	1898	715-526
RGW 71	Baldwin	#15562	1898	716-527
RGW 72	Baldwin	#15563	1898	717-528
RGW 73	Baldwin	#15564	1898	718-525

CLASS T-28. 4-6-0 21x26" 63" 168700# 32487# T. E.

20x26" 28063# T. E. (rebuilt)

720-729	Brooks	#3196-3205	1899
730-739	Brooks	#3344-3353	1899

These engines were not renumbered in either 1908 or 1924.

CLASS T-24. 4-6-0 22&34x26"—rebuilt

20x26" 67" 161500# 24400# T. E.

RGW 80-83 Schenectady #5724-7 1901 D&RG Nos. 740-743; 530-533

CLASS T-29. 4-6-0 21x26" 67" 184000# 29093# T. E.

63" 30940 T. E. (Nos. 760-1 as built)

760	Brooks	# 45667	1908	Re 763
761	Brooks	# 45668	1908	777
762	Brooks	# 45669	1908	Not renumbered
763	Brooks	# 45670	1908	Re 760
764-769	Brooks	#45671-76	1908	Not renumbered
770-774	Brooks	#45682-86	1908	Not renumbered
775-793	Brooks	#46411-29	1909	Not renumbered (#777 renumbered 761)

CLASS S-23. 0-6-0 19x24" 51" 96000# 23104# T. E.

RGW 21	Schenectady	#5629	1900	Re 805-20
RGW 22	Schenectady	#5638	1900	806-21
RGW 23	Schenectady	#5635	1900	807-22

CLASS G-20. 2-6-0 18x24" 46" 102750# 19688# T. E.

805	Baldwin	#11292	1890	Re 827——
806	Baldwin	#11293	1890	828-578
807	Baldwin	#11296	1890	829——
808	Baldwin	#11297	1890	Not renumbered
809	Baldwin	#11302	1890	Not renumbered
810	Baldwin	#11300	1890	Not renumbered
811	Baldwin	#11312	1890	Not renumbered
812	Baldwin	#11446	1891	Not renumbered
813	Baldwin	#11447	1891	Not renumbered
814	Baldwin	#11450	1891	Not renumbered
815	Baldwin	#11463	1891	Not renumbered
816	Baldwin	#11485	1891	Not renumbered
817	Baldwin	#11486	1891	Not renumbered
818	Baldwin	#11494	1891	Not renumbered
819	Baldwin	#11495	1891	Re 819-579
820	Baldwin	#11560	1891	Not renumbered
821	Baldwin	#11561	1891	Re 821-575
822	Baldwin	#11579	1891	822-577

823	Baldwin	#11623	1891	Not renumbered—to D&IMRy #1
824	Baldwin	#11624	1891	Not renumbered
825	Baldwin	#11881	1891	Not renumbered
826	Baldwin	#11886	1891	Re 826-576

CLASS S-33. 0-6-0 20x26" 51" 150000# 32800# T. E.

	831–832	Baldwin	#29410–11	1906	Re 831–832; 50–51
	833–834	Baldwin	#29437–38	1906	833–834; 52–53
	835	Baldwin	# 29450	1906	835; 54
RGW	836–838	Baldwin	#30695–97	1907	836–838; 55–57
	839	Baldwin	# 30699	1907	839; 58
	840	Baldwin	# 30725	1907	840; 59
	841–843	ALCo	#46508–10	1909	——— 60–62 (Schenectady Works

CLASS C-41. 2-8-0 22x28" 54" 183790# 40531# T. E.

901–903	Baldwin	#18180–82	1900	Re 901–903; 951–953
904–905	Baldwin	#18204–05	1900	904–905; 954–955
906–908	Baldwin	#18216–18	1900	906–908; 956–958
909–912	Baldwin	#18236–39	1900	909–912; 959–962
913–914	Baldwin	#18282–83	1900	913–914; 963–964
915	Baldwin	# 18284	1900	915; 950

CLASS C-39. 2-8-0 22x28" 56" 185600# 39083# T. E.

916	Baldwin	# 26006	1905	These engines were not renumbered
917	Baldwin	# 26024	1905	
918	Baldwin	# 26039	1905	
919	Baldwin	# 26050	1905	
920–921	Baldwin	#26069–70	1905	
922	Baldwin	# 26102	1905	
923	Baldwin	# 26108	1905	
924–925	Baldwin	#26154–55	1905	

CLASS G-28. 2-6-0 20x26" 61" 140600# 27535# T. E.

RGW 200-203	Baldwin	#15578-81	1898	Re 940-943

In 1924. #940 was renumbered 590 and 942 renumbered 591; #943 was sold to the Wyoming Ry.

CLASS G-28. 2-6-0 22½&35x26" 61" 154400#

20x26" 27535 (rebuilt)

RGW 500-501	Schenectady	#5718-19	1901	D&RG Nos. 950-951; 596-597
RGW 502-505	Schenectady	#5720-23	1901	D&RG Nos. 952-955; 592-595

CLASS C-39. 2-8-0 21x26" 51" 172600# 39000# T. E.

SCC 1	Baldwin	#38837	1912	Re 958-915	From Spring Canon Coal Co.

CLASS C-38. 2-8-0 22x28" 56" 183000# 38054# T. E.

RGW 300-303	Richmond	#3006-9	1900	D&RG Nos. 960-963; 900-903

CLASS C-42. 2-8-0 22x28" 51" 179600# 41785# T. E.

RGW 400-403	Richmond	#3002-5	1900	D&RG Nos. 970-973; 970-973

CLASS C-40. 2-8-0 23½&36x30" 56" 186000#

21x30" 40200# T. E. (rebuilt)

RGW 600-604	Richmond	#3184-8	1901	D&RG Nos. 980-984; 940-944

CLASS C-40. 2-8-0 17&28x30" 56" 199000#

21x30" 39500# T. E. (rebuilt)

RGW 700-701	Baldwin	#18761-62	1901	D&RG Nos. 990-991; 930-931
RGW 702-704	Baldwin	#18778-80	1901	D&RG Nos. 992-994; 932-934

CLASS T-31. 4-6-0 15½&26x26" 63" 178640#

21x26" 30950# T. E.

1001-1003	Baldwin	#20381-83	1902	Re 750-752; 750-752	
1004-1005	Baldwin	#20404-05	1902	753-754; 753-754	
1006-1007	Baldwin	#20411-12	1902	755-756; 755-756	
1008-1010	Baldwin	#20429-31	1902	757-759; 757-759	#1008 66" dr. in 1920

CLASS P-44. 4-6-2 26x26" 67" 261080# 44594# T. E.

1001–1005	Baldwin	#39144–48	1913	Re 801–805
1006	Baldwin	# 39149	1913	800

CLASS C-41. 2-8-0 17&28x30" 55" 188095#

21x30" 182000# 40893# T. E.

1101–1104	Baldwin	#20519–22	1902	Re 1101–1104; 1001–1004
1105	Baldwin	# 20550	1902	1105; 1005
1106–1108	Baldwin	#20609–11	1902	1106–1108; 1006–1008
1109–1110	Baldwin	#20640–41	1902	1109–1110; 1009–1010
1111–1113	Baldwin	#20666–68	1902	1111–1113; 1011–1013
1114–1117	Baldwin	#20695–98	1902	1114–1117; 1014–1017
1118–1125	Baldwin	#20746–53	1902	1118–1125; 1018–1025
1126–1128	Baldwin	#20829–31	1902	1126–1128; 1026–1028
1129	Baldwin	# 20872	1902	1129; 1029
1130	Baldwin	# 20873	1902	1130; 1000

In 1928 and 1930 the following locomotives were rebuilt and converted to K-37, 2-8-2 type, narrow gauge locomotives and renumbered as follows: 1103-497; 1104-495; 1105-493; 1109-498; 1114-490; 1120-494; 1121-492; 1123-496; 1125-499; 1126-491. In 1937 the 1113 was rebuilt to an 0-8-0 type switcher.

CLASS C-48. 2-8-0 24x28" 57" 220400# 48100# T. E.

D. & R. G. engines 1131-1178 retained these numbers in the 1908 and 1924 renumberings. Locomotives 1180-1199 were originally built for the Rio Grande Western and, in 1908 were incorporated in the D. & R. G. roster without changes of numbers and they were not affected by the 1924 renumbering. #1179 was always vacant.

1131–1140	Schenectady	#39013–22	1906
1141–1150	Schenectady	#39328–37	1906
1151	Schenectady	# 44947	1908
1152–1178	Schenectady	#44920–46	1908
1180–1189	Schenectady	#40125–34	1906
1190–1199	Schenectady	#40522–31	1906

CLASS K-59. 2-8-2 27x30" 63" 276000# 59000# T. E.

1200–1209	Baldwin	#38772–81	1912
1210–1213	Baldwin	#38870–73	1912

CLASS F-81. 2-10-2 31x32" 63" 428500# 81200# T. E.

1250–1259	Brooks	#56620–29	1916	Re 1400–1409

CLASS M-67. 4-8-2 28x30" 63" 377000# 66640# T. E.

1501–1510 Brooks #63307–16 1922

CLASS M-78. 4-8-2 28x30" 63" 384200# 78967# T. E. (with booster)

1511–1520 Brooks #64288–97 1923

CLASS M-67. 4-8-2 28x30" 63" 378600# 66640# T. E.

1521–1530 Brooks #64687–96 1923

CLASS M-69. 4-8-2 28x30" 63" 401900# 68800# T. E.

1550–1553 Roanoke Shops #241–4 1926 Ex Norfolk & Western #206–9

Sold—Wheeling & Lake Erie Nos. 6807-6810

CLASS M-75. 4-8-2 (3)25x30" 67" 419310# 74970# T. E.

1600–1604 Baldwin #59240–44 1926
1605–1607 Baldwin #59293–95 1926
1608–1609 Baldwin #59336–37 1926

CLASS M64. 4-8-4 27x30" 70" 418150# 63700# T. E.

1700–1709 Baldwin #60712–21 1929
1710–1713 Baldwin #60920–23 1929

CLASS M-68. 4-8-4 26x30" 73" 470000# 67200# T. E.

1800–1804 Baldwin #62130–34 1937

ARTICULATED ENGINES

CLASS L-62. 2-6-6-2 20½&33x22" 57" 340000# 62026# T. E.

1050–1057 Schenectady #46717–24 1910 Re 3300–3307

CLASS L-96. 2-8-8-2 26&40x32" 57" 458000# 95000# T. E.

1060–1075 Schenectady #52038–53 1913 Re 3400–3415

Nos. 3400, 3409 and 3414 (1941) and Nos. 3401-3 (1943) were reboilered, wt. of engine 482500#. Between 1939 and 1945 the old slide valves were replaced by piston valves.

CLASS L-76. 2-6-6-2 22&35x32" 57" 427000# 75830# T. E.

3350–3351 Schenectady #56459 & 63 1916 Ex N & W 1453 & 1457

CLASS L-107. 2-8-8-2 25&39x32" 57" 534000# 107374# T. E.

3500–3509 Richmond #64298–307 1923

CLASS L-109. 2-8-8-2 25&39x32" 56" 526000# 109292# T. E.

3550	Roanoke Shops	# 225	1918	Ex N&W 1701
3551	Baldwin	#51937	1919	Ex N&W 1722
3552	Baldwin	#52317	1919	Ex N&W 1724
3553	Baldwin	#52469	1919	Ex N&W 1728
3554	Baldwin	#52676	1919	Ex N&W 1729
3555	Baldwin	#52707	1919	Ex N&W 1730
3556	Roanoke Shops	# 234	1924	Ex N&W 1710
3557	Baldwin	#52351	1919	Ex N&W 1727
3558	Roanoke Shops	# 230	1924	Ex N&W 1706
3559	Roanoke Shops	# 233	1924	Ex N&W 1709

3560	Baldwin	#51514	1919	Ex N&W 1713	
3561	Baldwin	#51557	1919	Ex N&W 1714	
3562	Baldwin	#51866	1919	Ex N&W 1719	
3563	Baldwin	#52318	1919	Ex N&W 1725	
3564	Baldwin	#52319	1919	Ex N&W 1726	

CLASS L-131. 2-8-8-2 26x32" 63" 649000# 131800# T. E.

3600–3609	Brooks	#67320–29	1927

CLASS L-132. 2-8-8-2 26x32" 63" 665000# 131800# T. E.

3610–3619	Schenectady	#68328–37	1930

CLASS L-105. 4-6-6-4 23x32" 70" 620000# 105000# T. E. (3700-9)

23x32" 70" 641700# 105000# T. E. (3710-4)

3700–3709	Baldwin	#62139–48	1938
3710–3714	Baldwin	#64178–82	1942

CLASS L-97. 4-6-6-4 21x32" 69" 627000# 97350# T. E.

3800–3805	Schenectady	#70163–68	1943	Sold C. C. & O. 670-675

01 converted from #955 to 2-8-0T, 1937 22x28" 54" 186000 41000# T. E.

SHAY GEARED ENGINES

1	Y-21	Lima	# 598	1900	12½x12"	32"	91100	Copper Belt Ry #1
2	Y-25	Lima	# 843	1904	12x15"	32"	102400	Copper Belt Ry #2
3	Y-32	Lima	# 761	1904	14½x15"	40"	146000	Copper Belt Ry #3
4	Y-33	Lima	#1585	1905	14½x15"	40"	146000	Copper Belt Ry #4
5	Y-33	Lima	#1801	1906				Copper Belt Ry #5
150	Y-40	Lima	#2434	1911	14½x15"	36"	203000	Kenilworth & Helper #150
151	Y-40	Lima	#2703	1913				Kenilworth & Helper #151

The K & H engines never carried D & R G numbers.

DIESEL ELECTRIC

SWITCHING LOCOMOTIVES

CLASS DE B-B 26

38	General Electric Co.	13096	1941	380 H. P.	
39	General Electric Co	15123	1942	380	
40-42	General Electric Co.	15127–29	1942	380	
43	General Electric Co.	15130	1943	380	

CLASS DE B-B 60

66	Baldwin	62496	1941	660 H. P.
67–68	Baldwin	62501–02	1941	660
69–74	Baldwin	64183–88	1941	660

CLASS DE B-B 61

100	Electro-Motive Co.	1313	1941	1000 H. P. Orig. #7000

CLASS DE B-B 69

101	ALCo-G. E. Co.	69555	1941	1000 H. P.
102–104	ALCo-G. E. Co.	69557–59	1941	1000
105–108	ALCo-G. E. Co.	70074–77	1943	1000
109–114	ALCo-G. E. Co.	70183–88	1943	1000
115–116	ALCo-G. E. Co.	70195–96	1944	1000
117–119	ALCo-G. E. Co.	72050–52	1944	1000

CLASS DE B-B 72

120–122	Fairbanks-Morse	10–L–53–55	1948	1000 H. P.
123	Fairbanks-Morse	10–L–58	1948	1000
150–152	Fairbanks-Morse	15–L– 3– 5	1948	1500

ROAD LOCOMOTIVES

CLASS DE 4 (B-B) 226—Four Units

540	Electro-Motive Co.	1435–1441–1442–1436	1942	5400 H.P.
541	Electro-Motive Co.	1437–1443–1444–1438	1942	5400
542	Electro-Motive Co.	1439–1445–1446–1440	1942	5400

CLASS DE 4 (B-B) 225—Four Units

543	Electro-Motive Co.	1892–1904–1905–1893	1943	5400 H. P.
544	Electro-Motive Co.	1894–1906–1907–1895	1943	5400
545	Electro-Motive Co.	1896–1908–1909–1897	1943	5400
546	Electro-Motive Co.	1898–1910–1911–1899	1943	5400
547	Electro-Motive Co.	1900–1912–1913–1901	1943	5400

CLASS DE 4 (B-B) 228—Four Units

548	Electro-Motive Co.	1902–1914–1915–1903	1944	5400 H. P.

CLASS DE 4 (B-B) 228—Four Units

549	Electro-Motive Co.	2771–2777–2778–2772	1944	5400 H. P.
550	Electro-Motive Co.	2773–2779–2780–2774	1944	5400
551	Electro-Motive Co.	2775–2781–2782–2776	1944	5400

CLASS DE 4 (B-B) 232—Four Units

552	Electro-Motive Co.	3544–3550–3551–3545	1946	6000 H. P.
553	Electro-Motive Co.	3546–3552–3553–3547	1946	6000
554	Electro-Motive Co.	3548–3554–3555–3549	1946	6000

CLASS DE 4 (B-B) 235—Four Units

555	Electro-Motive Co.	5862–5868–5869–5863	1949	6000 H. P.
556	Electro-Motive Co.	5864–5870–5871–5865	1949	6000
557	Electro-Motive Co.	5866–5872–5873–5867	1949	6000

CLASS DE 3 (A1A-A1A) 147

600	American L. Co.	74684–74702–74685	1947	6000 H. P.
601	American L. Co.	74686–74703–74687	1947	6000

In 1941, the Budd Manufacturing Co. delivered 2 two car trains which were called the "Prospector," numbered 1 and 2, 768 H. P., cars carried names—"John Evans," "David H. Moffat," 'Brigham Young" and "Heber C. Kimball." It would seem as tho' the results were not satisfactory for they were returned to the builder in 1945.

LOCOMOTIVES OF THE DENVER & SALT LAKE RY.

ALL STANDARD GAUGE

CLASS 28. 0-6-0 19x26" 51" 132000# 28160# T. E

20– 21	Schenectady	#29038–39	1903	

CLASS 42. 2-8-0 22x28" 57" 209500# 42420# T. E.

100–101	Schenectady	#29204–05	1904	
102	Schenectady	# 37709	1905	

CLASS 44. 2-8-0 22x28" 55" 219000# 43980# T. E.

103–105	Schenectady	#39947–49	1906	
106–107	Schenectady	#41617–18	1906	Nos. 113, 118-121 and 123, assigned
108–111	Schenectady	#45576–79	1908	D&RGW Nos. 1033-7 and 1039
112–114	Schenectady	#48148–50	1910	
115–123	Schenectady	#48242–50	1910	

Nos. 115-117 sold in 1942 to Columbia Steel Corp., Geneva, Utah.

CLASS 76. 2-6-6-0 21&33½x32" 55" 362000# 76400# T. E.

200	Schenectady	# 45604	1908	Re D&RGW #3360
201–202	Schenectady	#46560–61	1909	201 re 3361; #202 scrapped
203	Schenectady	# 48151	1910	Re D&RGW #3363
204–209	Schenectady	#48230–34	1910	Re D&RGW #3364-9
210–211	Schenectady	#53292–93	1913	#211 re 3370; #210 scrapped in 1924
212–215	Schenectady	#55986–89	1916	Re D&RGW #3371-4
216	Schenectady	# 56296	1916	Re D&RGW #3375

Nos. 200-209, as delivered were of the 0-6-6-0 type and were soon rebuilt to the 2-6-6-0 type. Nos. 210-216 have a wt. of engine of 361000#.

CLASS 30. 4-6-0 20x28" 63" 186000# 30220# T. E.

300	Schenectady	#29203	1904	

CLASS 33. 4-6-0 20x28" 57" 182000# 33405# T. E.

#302 189000#

301	Schenectady	#37708	1905	
302	Schenectady	#41616	1907	Re D&RGW #795

CLASS 34. 4-6-0 20x28" 63" 215100# 34150# T. E.

303	Schenectady	#48147	1910	

CLASS 19. 4-4-0 18x24" 60" 108000# 19280# T. E.

390–391	Pittsburgh	1951–52	1899	Ex Chesapeake Beach Nos. 3-4

CLASS 63. 2-8-2 26x30" 55" 295000# 62700# T. E.

408-409 306000#

400–407	Lima	#5100–5107	1915	Re D&RGW 1220–1227
408–409	Schenectady	#55984–85	1916	Re D&RGW 1228–1229

On January 1, 1949, the Summary of Equipment of the Denver & Rio Grande Western R. R., listed the following locomotives as in service:

S-33	0-6-0	58– 62	3 locomotives	
C-16	2-8-0	268 & 278	2 locomotives	N. G.
C-18	2-8-0	315– 319	3 locomotives	N. G.
C-19	2-8-0	340 & 345	2 locomotives	N. G.
C-21	2-8-0	360– 361	2 locomotives	N. G.
C-25	2-8-0	375	1 locomotive	N. G.
K-27	2-8-2	452– 464	8 locomotives	N. G.
K-28	2-8-2	473– 478	3 locomotives	N. G.
K-36	2-8-2	480– 489	10 locomotives	N. G.
K-37	2-8-2	490– 499	10 locomotives	N. G.
C-26	2-8-0	605	1 locomotive	
C-28	2-8-0	634	1 locomotive	
T-29	4-6-0	773– 785	4 locomotives	
P-44	4-6-2	800– 805	6 locomotives	
C-41	2-8-0	1002–1028	3 locomotives	
C-43	2-8-0	1031–1039	7 locomotives	
C-48	2-8-0	1132–1199	57 locomotives	
K-59	2-8-2	1200–1213	10 locomotives	
K-63	2-8-2	1220–1227	7 locomotives	
K-63	2-8-2	1228–1229	2 locomotives	
F-81	2-10-2	1401, 3, 5	3 locomotives	
F-81	2-10-2	1400, 1402 1404, 6–9	7 locomotives	
M-67	4-8-2	1501–1510	10 locomotives	
M-78	4-8-2	1511–1520	10 locomotives	
M-67	4-8-2	1521–1530	10 locomotives	
M-75	4-8-2	1600–1607	6 locomotives	
M-64	4-8-4	1700–1713	14 locomotives	
M-68	4-8-4	1800–1804	5 locomotives	
L-62	2-6-6-2	3300–3306	5 locomotives	
L-76	2-6-6-2	3350–3351	2 locomotives	
L-77	2-6-6-0	3360–3370	10 locomotives	
L-77	2-6-6-0	3371–3375	5 locomotives	
L-95	2-8-8-2	3400–3414	12 locomotives	
L-107	2-8-8-2	3500–3509	7 locomotives	
L-109	2-8-8-2	3551–3562	7 locomotives	
L-131	2-8-8-2	3600–3609	10 locomotives	
L-132	2-8-8-2	3610–3619	10 locomotives	
L-105	4-6-6-4	3700–3709	10 locomotives	
L-105	4-6-6-4	3710–3714	5 locomotives	
		Total	290 locomotives	

A History of The Suburban Service of The Rock Island Railroad in The Chicago Area

By Robert E. Stewart, Jr.

PART I: 1852-1900

Eleven miles south-southwest of the Chicago "Loop," a residential district begins which is one of the most charming in the city of Chicago. It is situated on the northern two-thirds of an isolated ridge which rises, island like, from fifty to eighty feet above the remarkably level Chicago Plain.[1] Blue Island Ridge, as geographers term it, is about a mile wide and six miles long.[2] This wooded and rolling highland and the adjacent lowland have become the congenial site for thousands of single-family dwellings of the better class and hundreds of elegant mansions. Here indeed can be found that elusive objective—bucolic charm combined with the advantages of a metropolis.

What brought this community into being? On what is its existence based today? Although it consists of two parts known as Beverly Hills and Morgan Park, the community is essentially a unit. Beverly Hills-Morgan Park, if we may so combine the two names, is a suburb. It has virtually no economic basis of its own; nearly all of its breadwinners go outside the community to earn their livings. Means of transportation are obviously of prime importance to such a community. What means of transportation does the Ridge district possess?

The private automobile is of obvious significance in an upper middle-class community of the present day. It is used by many residents of Beverly Hills-Morgan Park to go to their work at the Stock Yards or other industrial districts and even to the "Loop." The Surface Lines street car and bus lines are of value to those whose work is relatively near-by. The bulk of the gainfully employed, however, probably work in or near the "Loop."[3] Although automobiles and other means of surface transportation can be, and are, used to get to and from the "Loop," the backbone of Ridge transportation to the city is the frequent service provided by a steam railroad, the Chicago, Rock Island and Pacific. The community owes both its origin and present vitality to this service. Although other communities in Rock Island suburban territory will not be neglected, it is hoped that the above description of the Ridge district will serve to show the importance of the subject of this investigation.

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[1] F. M. Fryxell, The Physiography of the Region of Chicago (Chicago, 1927), p. 11.

[2] *Ibid.*

[3] H. E. Bailey. "A Review of the Suburban Service of the Chicago, Rock Island and Pacific Railway and the Various Factors Affecting It, Together with Suggestions as to How the Revenues Might Be Improved" (Unpublished report prepared *circa* 1937 by a Special Representative of the Passenger Traffic Dept.; now in possession of the Auditor Passenger Traffic), pp. 10-12.

Before going further it would probably be well to define our terms. For the purpose of this study we may define "suburban traffic" as passenger traffic which originates in and has its destination in a definite area which is usually contiguous to or partly or wholly within the boundaries of a large city. Suburban traffic is characterized by short distances, frequency of use, and the low rates of fare which such concentration and volume make possible. The adjective "suburban" is used—in Chicago, at least—both colloquially and officially to apply almost exclusively to operations of that kind by steam railroads. The term is highly useful, for it distinguishes the local transportation services of steam railroads from those of organizations devoted almost entirely to local passenger traffic such as electric interurban lines, the elevated lines, etc. A "commuter" is a person who uses a transportation service with great frequency and especially applies to one who does so in going to and from his place of employment. This term has come to be most commonly applied to persons so using the suburban service of a steam railroad.

The origin and early history of the Rock Island suburban service is unfortunately veiled in a large degree of mystery because of the woeful paucity of company records and other trustworthy sources. Diligent research will no doubt shed new rays of light on the subject but the present paper must be based on the rather meager data already at hand.

The Chicago and Rock Island railroad was constructed from Chicago as far as Joliet by October, 1852, when the first train of cars passed over the line.[4] Its promoters were not only founding a vast railroad system but were at the same time unwittingly laying the basis for a local transportation system which would definitely influence the growth of a metropolis. They showed a commendable concern for passenger travel, however, in the first three months of operation when they went to considerable expense to extend their line northward about three-quarters of a mile to locate their passenger depot more conveniently at Van Buren Street rather than at Twelfth Street.[5] This action was later to bear important fruit when suburban service was attempted, for a less centrally located depot might easily have undermined the whole effort to build up suburban traffic.

From the day it was opened the Rock Island probably had a little passenger traffic between stations in what is now their suburban territory, but that of the first few years can hardly be classified as true *suburban* travel. It is worth examining, however, because it probably helped to bring about the definite suburban service which followed. From the first, Rock Island passenger trains stopped six miles south

[4] *Chicago Daily Democrat*, Oct. 13, 1852, quoted in F. J. Nevins, *Seventy Years of Service; from Grant to Gorman* (Chicago, 1922), p. 12. This title was also issued as part of the October, 1922, issue of the *Rock Island Magazine* (Chicago).

[5] "Report of Board of Directors," *Annual Report of the Directors of the Chicago and Rock Island Railroad Company, to the Stockholders, at the Meeting for the Annual Election of Officers at Chicago, on the 15th of December, 1853* (New York, 1853), p. 4; "Report of William Jervis, Chief Engineer," *ibid.*, p. 12.

of Twelfth Street at Chicago Junction,[6] where the right of way held in common with the Michigan Southern and Northern Indiana railroad ended and the two lines struck out on divergent routes. A tiny settlement known as Junction Grove grew up there and it is probable that a thin trickle of people used the Rock Island in going to and from Chicago.[7] The existence of railway travel between Junction Grove and the city is proved by the fact that a rival railroad constructed in 1856, the Pittsburgh, Fort Wayne, and Chicago,[8] operated a special "dummy" car between those two points which was steam engine, baggage, and passenger car all rolled in one.[9] If there were any genuine commuters on the Fort Wayne or the Rock Island, however, they must have been but a handful because of the scanty population of the settlement.[10]

The first regular stop south of Junction Grove was Blue Island, although at times a certain train stopped on signal at Ninety-fifth Street.[11] One of the first inklings of an interest by the Rock Island in suburban traffic is the establishment of the first regular stop between Blue Island and Junction, probably in 1865.[12] This was at what is now 103rd Street and Vincennes Avenue. The stop was urged, however, by both necessity and competition, for the trains were obliged to stop for the new crossing formed with the Pittsburgh, Cincinnati, and St. Louis railroad;[13] and the "Panhandle,"[14] as it is still termed colloquially, invited suburban traffic with a dummy car painted blue.[15] This car probably was the "accommodation train" referred to by Miss Barnard. It stopped not only at The Crossing, as the little settlement soon came to be called, but also at Ninety-fifth Street and at "Upwood" (Ninety-second Street and Pleasant Avenue), home place of Thomas Morgan, who had purchased three thousand acres in 1844.[16] "Commutation tickets were sold and it became possible to go to Chicago and back the same day."[17]

The attention of the Rock Island management was again directed toward suburban traffic in September, 1867, when the Cook County

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[6] *Chicago Daily Democrat*, Oct. 13, 1852, quoted in Nevins, p. 12.

[7] Many of the "old timers" in the following collection of reminiscences refer to the railroad service to the city; Gerald Sullivan, ed., *The Story of Englewood*, 1835-1923 (Chicago, 1924) pp. 193, 209-211, 216-217, 220.

[8] Gerald Sullivan, p. 193.

[9] *Ibid.*, pp. 193, 209-210, 216-217, 220.

[10] *Ibid.*, p. 16; A. T. Andreas, *History of Cook County, Illinois* (Chicago, 1884), p. 687.

[11] Alice S. Barnard, "Historical Sketch of Beverly Hills," as quoted in Mrs. Walter F. Heineman, "A History of Beverly Hills," published in the community newspaper *The Weekly Review*, October 29 to December 17, 1926, p. 8. (Page references are to the typescript in the Walker Branch of the Chicago Public Library).

[12] Andreas, pp. 650-651; Alice S. Barnard as quoted in Heineman, p. 10.

[13] Andreas, p. 650.

[14] *Ibid.*, p. 646.

[15] *Ibid.*, p. 651.

[16] Alice S. Barnard, "Reminiscence of North Blue Island in the '60's," as quoted in Heineman, p. 10.

[17] *Ibid.*

Normal School began its career in Blue Island.[18] Two years later the school moved to permanent quarters at Normalville, which lay on both sides of the Rock Island right of way a half-mile south of Englewood,[19] as Junction Grove had just been rechristened.[20] By that time, however, the Rock Island had definitely committed itself to suburban service.

In 1869 the Blue Island Land and Building Company was incorporated,[21] and it promptly acquired a tract of land extending roughly from Vincennes Avenue to Wood Street and lying on both sides of 103rd Street. Prospect Avenue, following the base of a sand ridge, was their principal street.[22] Miss Myrick, in her rather dependable reminiscences, declares that officials of the Rock Island railroad were among the stockholders of the land company.[23] That is extremely probable. In that day corporate ethics would hardly have stood in the way of such an alliance and the importance of railway transportation to the development of a residential community was far greater then than at the present time. In 1869 horse cars and other horse-drawn vehicles were the only means of transportation in the streets of Chicago.[24] The cable car would not make its appearance until thirteen years later[25] and the electric street car eleven years after that.[26] In those days the railroad was the monarch of local transportation, for it combined the advantages of mechanical power with those of a private right of way into the heart of the city. What more could a real estate promoter desire than a wooded, rolling tract situated on a railroad providing passenger service to the city?

It is hardly necessary to point out the colossal optimism of the promoters in projecting a suburb fifteen miles from the center of Chicago. The city was growing—no doubt about that[27]—but it extended on the south only to Thirty-ninth Street[28] and its total population numbered but 272,000 souls.[29] It was absurd to suppose that in the predictable future population pressure from Chicago would make Morgan Park a settlement of consequence. But a subdivision did not have to have a sound basis to make money for shrewd speculators. It is

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[18] Andreas, p. 632; Gerald Sullivan, pp. 53-54.

[19] Andreas, pp. 632, 705-706.

[20] Gerald Sullivan, pp. 12, 14.

[21] Andreas, pp. 639, 645; Miss M. Elizabeth Myrick, "Paper Written by Miss M. Elizabeth Myrick and Read before the Morgan Park Historical Society in June, 1923," p. 1. 7 pp. Published in the (Morgan Park) *Suburban Star*, June 14, 1923. Copy in Walker Branch of the Chicago Public Library.

[22] Alice S. Barnard, as quoted in Heineman, p. 12.

[23] Myrick, p. 1.

[24] J. V. Sullivan, "Historical Data—Chicago Transportation, 1853-1930." (Written 1930, amended 1932. A typescript is in the library of the Chicago Historical Society.) Mr. Sullivan was an official of the Chicago Surface Lines.

[25] *Ibid.*

[26] *Ibid.*

[27] See data in Table XCIII, Homer Hoyt, *One Hundred Years of Land Values in Chicago* (Chicago, 1933), p. 483.

[28] *Ibid.*, Fig. 25, p. 154.

[29] *Ibid.*, p. 483.

ironical that this cupidity combined possibly with fantastic vision produced an "air line," high-speed, local transportation route which might well be the envy of the ablest present-day "city planners."

The Blue Island Land and Building Company immediately set to work plotting a village to be called Morgan Park,[30] although the first subdivision plat bore the name "Washington Heights Subdivision."[31] At the same time a branch line for the Rock Island was being constructed. Chamberlin, writing in 1873, casually remarked that the land company built the branch railroad;[32] Miss Barnard, writing in 1924, and other sources speak about the Rock Island building the branch.[33] At any rate, this single track left the main line at about Ninety-seventh Street and ran westward along Ninety-ninth Street for slightly less than a mile.[34] There it bent to the south and followed the base of the Ridge for four miles to its terminal at Blue Island, where it rejoined the main line. (See Figure 1).

"Persons going to The Crossing in the spring and summer of 1869 saw unwonted activities, new fences whitewashed, men clearing the underbrush from the grove, graders making streets. The explanation of all this was that the Blue Island Land and Building Company had purchased a tract of land . . . (The branch railroad) was completed as far as the Panhandle tracks by the fourth of July, 1869. On that day a great advertising picnic was held on the Ridge, east of the Panhandle between 95th and 99th, then unoccupied. Many trains ran out on the Panhandle and Rock Island and hundreds of people came. There was picnicking in the grove—and military maneuvers given on the prairie just east of the grove."[35] Andreas refers to an "immense auction sale" on Tracy Avenue in the spring of 1869.[36]

The construction of the dummy branch set off a frenzy of subdividing throughout "Washington Heights" by both the Land Company and other operators which saw prices sky-rocket.[37] The four following years saw repeated auction sales and attendant picnics with free train fare out to their scene.[38] Suburban service also helped to induce land ventures along the main line at South Englewood and Auburn and also farther north,[39] for it should be remembered that Englewood was still a thinly settled "suburb."[40] The time was ripe for such a "boom," for outlying Chicago land had been in an inflationary movement since 1865[41] and the panic of 1873 had not yet put an

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[30] Andreas, p. 639.
[31] *Ibid.*, p. 640.
[32] Everett Chamberlin, *Chicago and its Suburbs* (Chicago, 1874), p. 406.
[33] Heineman, p. 12.
[34] *Ibid.*, Chamberlin, p. 406, *The Map Graphic*, ed. Rufus Blanchard (Chicago, Jan. 1888, No. 1, Pub. irregularly. 4 pp.).
[35] Alice S. Barnard as quoted in Heineman, p. 12.
[36] Andreas, p. 640.
[37] Chamberlin, pp. 405-410.
[38] Andreas, p. 640.
[39] Chamberlin, pp. 399-405; Hoyt, p. 111.
[40] Gerald Sullivan, p. 16; Andreas, p. 687.
[41] Hoyt, pp. 107-111.

end to its upward spiral. Even a catastrophe aided this land bubble, for the Chicago Fire increased the interest in suburban property and sent many homeless families out to the suburbs as settlers.[42]

The branch railway was completed to Blue Island in the spring of 1870.[43] The *Railroad Gazette* issued April 2 announced: "On the 4th instant (Monday), a dummy train will be put on for the accommodation of suburban travel. It will make two trips daily each way between Chicago and Blue Island, passing through Washington Heights on a track laid for that purpose. It will stop at four points in Washington Heights; the station, Prospect Avenue, Tracy Avenue, and Morgan Avenue."[44] Service probably began as announced, although one resident, writing fourteen years later, declared the first regular run was on April 1.[45] The reference to "the station" is obscure. It may refer to the stop known as "Oak Street station," which was a platform at Ninety-ninth Street and Beverly Avenue (then called Oak Street).[46] Another possibility is Dummy Junction (Ninety-fifth or Ninety-seventh Street and the main line), where a brick depot was erected later, in 1876.[47]

A station was probably built at Normalville in 1869 or 1870 but we have no proof of its existence before 1872.[48] The new subdivisions at South Englewood (Eighty-seventh Street) and Auburn (Seventy-eighth Street) resulted in stations at those points in 1875 [49] and 1873 [50] respectively. It was also during this period that a second track was constructed "from Englewood to Washington Heights";[51] it was laid during 1870 or early in 1871. The name "Washington Heights" probably refers to the station at the Panhandle-Rock Island crossing, a stop which still bears that name.

It was plain that the Rock Island railroad was in the suburban passenger business in earnest. Service probably faltered briefly late in 1871 when the three-year-old La Salle Street Station and the general offices were destroyed by the Great Fire,[52] but Chicago and its railroads were youthful and energetic; one year later a new passenger station was opened.[53] Suburban trains must have already been a factor of some consequence in the life of the Chicago terminal yard and station, for Chamberlin's work, written in 1873, refers to twelve "accommoda-

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[42] Chamberlin, pp. 204-205, 403; Gerald Sullivan, p. 29.
[43] Memoir by Mr. J. T. Greenacre published in 1884 in Andreas, p. 651.
[44] *Railroad Gazette*, Vol. XIV ("First Quarto Vol."), No. 1, (Chicago: April 2, 1870), p. 3.
[45] Memoir by Mr. J. T. Greenacre published in 1884 in Andreas, p. 651.
[46] Heineman, p. 2.
[47] Andreas, p. 648.
[48] *Ibid.*, p. 688.
[49] Company record: "Chicago Division. Buildings and Structures. 'Building Record' Section."
[50] Chamberlin, p. 402.
[51] *Annual Report of the President and Directors to the Stockholders of the Chicago, Rock Island and Pacific Railroad Company* (Chicago, 1867-), p. 11, report for 1871. Consolidation took place and new name adopted Aug. 20, 1866.
[52] Nevins, p. 41.
[53] *Ibid.*

tion trains daily" at Auburn [59] and the Blue Island Land and Building Company advertised "seven trains a day" to Washington Heights and Morgan Park.[60] Chamberlin also speaks of "school trains" taking pupils to the schools at Normalville, sixty going out from the city and another party coming from the neighborhood of Joliet.[61]

Virtually all that is known about the train service in the first decade of suburban operation has been recited above, but we do have a few additional data regarding the communities which it served. Fortunately the guiding spirits of the Blue Island Land and Building Company were not ordinary speculators but were men with "the long view." For example, they gave advantageous terms to buyers who intended to become actual settlers [62] and they gave acres of land toward the establishment of two schools in Morgan Park[63] By 1884 the village boasted a military academy,[64] a "female college,"[65] and a theological seminary[66]. An influential division of the Chicago Baptist Theological Seminary, as it was called, was the Society of the American Institute of Hebrew, under the leadership of William Rainey Harper, which had some resident students and an extensive "student body" by correspondence, a practice quite unusual in that day.[67] The seminary, incidentally, still flourishes but it has moved from Morgan Park and is now the Divinity School of the University of Chicago.[68] But in spite of all of these educational advantages, Morgan Park remained tiny throughout the '70's, for the census shows a population of but 187 in 1880.[69] The heart of the settlement lay farther north. The village of Washington Heights was organized in 1874 with boundaries that did not include Morgan Park.[70] Its center was no doubt near Tracy Avenue and the main line of the Rock Island, but one should remember that a large proportion of its residents were as close to a dummy branch station as to a main line station. Washington Heights rose from a population of but a handful in 1869 to 1,035 in 1880.[71] This tremendous growth was but a phase of a widespread expansion of population in and near Chicago, for Calumet township (situated southwest of Eighty-seventh and State streets), even though it lost Washington Heights, increased its population in the decade from 1,253 to 2,576 souls.[72] The Town of Lake,

[59] Chamberlin, p. 402; also advertisement opposite p. 402; adv. second after p. 404.
[60] *Ibid.*, opposite p. 405.
[61] Chamberlin, p. 398.
[62] *Ibid.*, p. 405.
[63] Andreas, pp. 641-643.
[64] *Ibid.*, p. 644.
[65] *Ibid.*, pp. 643-644.
[66] *Ibid.*, pp. 641-642.
[67] *Ibid.*, pp. 642-643.
[68] Thomas Wakefield Goodspeed, *A History of the University of Chicago* (Chicago, 1916), pp. 26-27, 164-167.
[69] United States. Census Office. *Eleventh Census, 1890* (Washington, 1895), Vol. I, Part I, p. 386.
[70] Andreas, p. 647; Heineman, p. 12.
[71] *Tenth Census, 1880* (Washington, 1882), I, 132.
[72] *Ibid.*

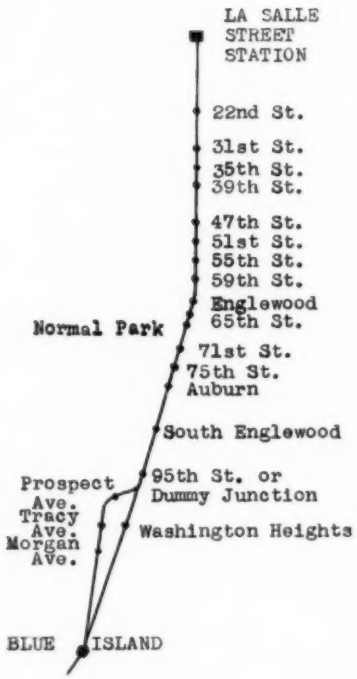

FIGURE 1

Rock Island suburban stops in 1886

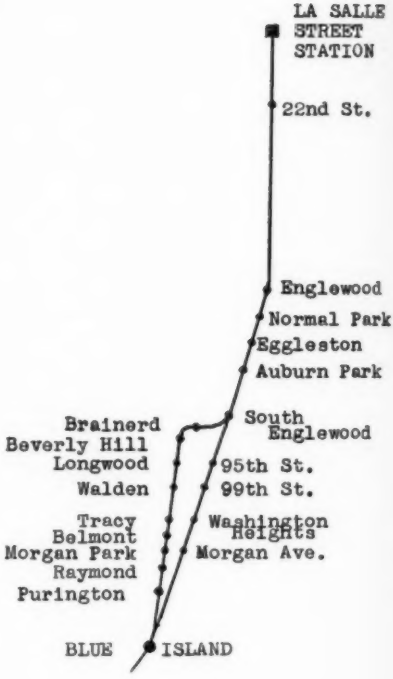

FIGURE 2

Rock Island suburban stops in 1899

which lay north of Calumet and extended to Fifty-fifth Street, increased in the same decade from 3,360 to 18,380.[73]

Although we know but little further about the suburban service and its territory in the '70's we can feel reasonably sure that there were several stations established north of Englewood. Although our evidence is not positive, it is highly probable that the Fort Wayne offered competition[74] and the growth of Lake township suggests a real opportunity for the Rock Island (as well as a probable cause of its growth). At the beginning of the new decade there was additional competition from the Chicago and Eastern Illinois railroad. It came through Englewood in 1881[75] and promptly established stations at Thirty-third Street, Forty-ninth Street, Sixty-third Street, Auburn Junction (Seventy-fifth Street), and at Auburn (Seventy-ninth Street).[76] We are certain that the Rock Island erected a station at Fifty-first Street in the fiscal year ending March 31, 1882,[77] which was used by most through trains.[78] The same year a station was also built at Ninety-ninth Street on the main line.[79]

The Rock Island began the '80's with a great improvement when they built a second track between Twenty-second Street and Englewood.[80] By 1883 they were operating ten accommodation trains each way, nine to Blue Island and one to Joliet.[81] Although their routes are not given, the probability is that all or nearly all of the Blue Island trains used the dummy branch. In 1886 there were twenty-one trains in each direction between Joliet and Chicago, but most of the Joliet trains were apparently through trains.[82] At that time there were stations, or at least stops, at the following points:

22nd St.
31st St.
35th St.
39th St.
47th St.
51st St.
55th St.
59th St.

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[73] *Ibid.*

[74] In Gerald Sullivan, p. 14, there is a reference to a Fort Wayne station at Fifty-ninth Street but no date. *Tillotson's Pocket Map and Street Guide of Chicago and Evanston* (Chicago, copyright 1895) shows six or more stations on the Fort Wayne north of Sixty-third Street.

[75] Hoyt, p. 134.

[76] *Traveler's Official Guide of the Railway and Steam Navigation Lines in the United States and Canada* (New York, 1868-), 16th Year, no. 2; July, 1883; p. 217.

[77] *Second Annual Report of the Directors to the Stockholders of the Chicago, Rock Island and Pacific Railway Company* (no place of pub. given, April 1, 1882), p. 9. A second consolidation and new name for company in 1880.

[78] *Traveler's Official Guide*, July, 1883, p. 221.

[79] "Building Record."

[80] *Annual Report, 1882*, p. 9.

[81] *Traveler's Official Guide*, July, 1883, p. 221.

[82] Suburban time table effective March 1, 1886. Owned by Mr. David Herriott of Morgan Park.

Englewood
65th St.
Normal
71st St.
Auburn
South Englewood
95th St. or Dummy Junction

Dummy Branch	*Main Line*
Prospect Av.	
Tracy	Washington Heights
Morgan Av.	
	Blue Island [83]

The long list of stations and multiplicity of trains suggest that suburban traffic was booming. The management of the Rock Island felt so encouraged that in fiscal 1889 they lengthened the "Washington Heights Suburban Line" by 2.36 miles.[84] The new line left the main line at Eighty-eighth Street and went westward in Eighty-ninth Street to the base of the Ridge, where it went southward a mile and joined the old dummy branch.[85] This was a logical extension, for it more completely served the large area of desirable home-sites on and near the Ridge. Either the railroad or real estate promoters, or both, promptly erected stations at Brainerd (Eighty-ninth and Loomis streets),[86] Beverly Hill (sic) (Ninety-first Street),[87] Longwood (Ninety-fifth Street),[88] and Walden (Ninety-ninth Street).[89] This extension was bitterly opposed by property owners who found it disadvantageous, when in 1889 the Village Board of Washington Heights voted to allow the Rock Island to make the change. Objectors brought an injunction suit and the old tracks could not be removed for more than a year.[90]

Yes, suburban territory was growing in both size and population. We have no data on Washington Heights Village as to growth but Morgan Park shot up in numbers from 187 in 1880 to 1,027 in 1890.[91] The tremendous increase in population of Chicago in that decade, from half a million to a million,[92] suggests very rapid growth along the Rock Island north of Morgan Park. Suburban service was keeping pace, for in 1890 there were about nineteen trains in either direction to Blue Island, of which fourteen or fifteen used the dummy branch. Sunday service was still poor, however, with only four trains each way. There was now a flourishing station at South Englewood Junction, a very

[83] Stops taken from *ibid.*
[84] *Annual Report, 1889,* p. 10.
[85] *Ibid.*
[86] "Building Record."
[87] *Ibid.*
[88] *Ibid.*
[89] *Ibid.*
[90] Heineman, p. 18.
[91] *Eleventh Census,* 1890, Vol. I, Part I, p. 386.
[92] Hoyt, Table XCIII, p. 483.

short distance south of its namesake, and a very weak station at Seventy-fifth Street.[93]

In the winter of 1891-1892 a competitor arrived on the scene when the Illinois Central built a suburban branch into Blue Island.[94] The following year, 1893, was made memorable in Rock Island annals by a terrible accident at "Eggleston," as Seventy-first Street Station was now called. In a dense fog the "Kansas City Limited" plowed into the rear of a suburban train. The next day's *Chicago Record* reported four dead and thirty-three injured with many of the injured sure to die.[95] Probably this tragedy prompted the installation of the "Hall Block Signal System" between Englewood and South Englewood.[99] The '90's left a far more lasting memorial, however, in the tremendous work of elevation of grade which was carried out. By March 31, 1895, the first portion had been completed from Sixteenth Street to Twenty-third Street.[100] The work was continued southward slowly but steadily until Seventy-eighth Street was reached in 1899.[101]

The elevation had an important influence on suburban operations. It not only made faster schedules possible but also gave the death blow to all of the stops north of Englewood except Twenty-second Street, which was probably little more than an auxiliary to the terminal station.[102] Despite the loss of stations, in 1899 suburban passenger business was flourishing. The number of trains had increased to twenty-six or twenty-seven each way, of which nineteen used the suburban branch.[103] Sunday service was far better with thirteen or fourteen trains in either direction.[104] In fiscal 1900 the Rock Island carried 2,457,945 suburban passengers from whom they received a revenue of $219,632.72.[105] Suburban service had come of age.

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[93] Suburban time table eff. Nov. 2, 1890. It hangs on the wall in Burr Oak yard office, Blue Island.

[94] John H. Volp, "writer and compiler," *The First Hundred Years; Historical Review of Blue Island, Illinois,* (Blue Island, Ill.: [John H. Volp, pub.?], no date [probably 1939]), p. 153.

[95] *Chicago Record,* Nov. 9, 1893, p. 1.

[99] Annual Report, 1895, p. 10.

[100] *Ibid.*

[101] *Annual Report, 1900,* pp. 10-11.

[102] Suburban time table effective April 16, 1899. In Walker Branch of the Chicago Public Library.

[103] *Ibid.*

[104] *Ibid.*

[105] *Annual Report,* 1901, p. 8.

PART II: 1901-1945

The rapid increase in the suburban traffic of the Rock Island prior to 1900 reflected the amazingly rapid growth of Chicago. The struggling city of 1870 of fewer than 300,000 souls had become a sprawling metropolis of over 1,000,000 in 1890 and by 1900 it had soared to second rank among American cities with a population of 1,700,000. In the decade ending with 1910 fate was less kind to Chicago—the increment of population was only 487,000 [1]—but suburban business flourished, aided by sharp increases in population in suburban territory. The village of Morgan Park, for example, grew from 2,329 in 1900 to 3,694 in 1910, an increase of more than fifty per cent[2] .

Between 1900 and 1910 suburban revenue increased from a paltry $220,000 to $598,000. (See Table 1 and Fig. 1). This was achieved in the face of a small element of competition, for the South Side (electric) Elevated Railroad Co. opened a Normal Park branch in 1907. We find a Rock Island officer blaming the decline of suburban revenue in that year on the competition of the "L" and the poor Rock Island service "owing to lowering tracks."[3] The arrival of this new competitor was an ominous sign not only because it portended new means of transportation but because it also made the appeal of cheaper fares. The elevated fare was only five cents compared to a single fare at Hamilton Park of ten cents, with twenty-five ride bearer tickets at the rate of eight cents a ride and individual monthly tickets at six and a half cents.[4]

What did the suburban passenger see in the decade of 1900 to 1910? What did the trains and stations look like?

The cars, of course, were wooden. Many of them had efficient gas lighting and stoves were probably still used. Electric lighting and steam heat were installed gradually, but eight suburban cars were converted to electricity as late as 1926.[5]

The locomotives were rather small; commuters living close in twitted residents of Beverly Hills and Morgan Park about their dependence on "tea kettles" which were likely to flounder in a sizeable snowstorm. There was truth in the accusation, for even without a snowstorm the trains didn't live up to their schedules very well. The most interesting

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[1] *The Chicago Daily News Almanac and Year Book for 1932* (Chicago, 1931), p. 366.

[2] U. S. Bureau of the Census. *Thirteenth Census of the United States: 1910. Population*, Vol. II (Washington, 1913), 471.

[3] Company record: Auditor Passenger Traffic to General Manager, Feb. 15, 1908. In "File 122," office of Auditor Passenger Traffic.

[4] Only timetables available are those effective Feb. 12, 1905 and Nov. 26, 1911. They show identical rates of fare except west of Blue Island. They also mention the downtown "Loop" and an "L" fare of five cents.

[5] Chicago, Rock Island and Pacific Railway Co. *Before the Illinois Commerce Commission, Case 17464, Brief for the Chicago, Rock Island and Pacific Railway Co.* (Chicago, 1927), p. 15. Hereafter referred to as "Rock Island brief, case 17464."

D. W. Yungmeyer Collection

C. R. I. & P. #870, Suburban Train #277 via Main Line to Joliet

D. W. Yungmeyer Collection

C. R. I. & P. #928 on #194, Vermont St., Blue Island Suburban Train

locomotives were the six "Forney type,"[6] which were especially designed for suburban service. Their tenders were an integral part of the locomotive[7] and the visibility and center of gravity were such that they could be operated backward just as well as forward. As a consequence they pulled trains "tender first" as often as in the more conventional position, a peculiarity which delighted many small boys along the route.

In July, 1903, a new La Salle Street Station—the present one—was opened. It was a thirteen-story fireproof passenger station and office building, owned jointly, of course, with the Lake Shore and Michigan Southern Railway Co. In their portion of the office space the Rock Island would house their general offices. The train shed contained eleven tracks at a second-story level; the elevation of the tracks from Twelfth Street into the station[8] was no doubt an intricate task. With that accomplished the Rock Island was now free from street crossing problems all the way from the terminal station to Seventy-eighth Street.

The station at Twenty-second Street was abandoned in 1902 and replaced by a fine new brick station at Thirty-first Street.[9] The new stop was adjacent to a respectable neighborhood, it was on a crosstown street car line, and was close to the campus of the recently-founded Armour Institute of Technology (1893). Nearly all "Lake Shore" and Rock Island through trains stopped there, as did most main line suburban trains.[10] No suburban line trains stopped, however; at least, they didn't in 1905.[11] A station was erected at Burr Oak Avenue (127th Street) on the suburban branch in Blue Island in 1906,[12] mainly for the convenience of employees of the large Rock Island yard adjacent, and in 1908 a new station was built at Washington Heights (main line at 103rd Street).[12]

The elevation work had produced substantial brick stations in 1899 at Englewood,[13] Normal Park,[14] and Hamilton Park.[15] The new "Englewood Union Station" was common to the Rock Island and Lake Shore and to the Pennsylvania Railroad (Pittsburgh, Fort Wayne and Chicago division).

The crossing formed with the "Fort Wayne" was now guarded by an interlocking plant,[16] a mechanism for the operation of switches and

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[6] *Twenty-third Annual Report of the Chicago, Rock Island and Pacific Railway Co., Year 1903* (Chicago, 1903), p. 18.

[7] *The Chicago, Rock Island and Pacific Railway System and Representative Employees* (Chicago: Biographical Publishing Co.; 1900). See photograph, page 159.

[8] Annual report, 1902, p. 10; annual report, 1903, p. 10.

[9] Compare *Official Guide to the Railways and Steam Navigation Lines of the United States, April, 1902*, p. 658, and *ibid.* for May, 1902, p. 659. Size and material from blueprint in Department of Construction, Engineering, and Maintenance, Rock Island Lines.

[10] *Official Guide to . . . Railways, May 1902*, pp. 236-237, 659.

[11] Rock Island suburban timetable eff. Feb. 12, 1905.

[12] Company record: "Chicago Division. Buildings and Structures. Building Record Section."

[13] *Ibid.*

[14] Annual report, 1899, p. 10.

[15] "Building Record."

[16] Annual report, 1900, p. 10.

signals which is so designed that it is impossible to set the switches or signals in any way that will permit conflicting movements by two or more trains. In fact, by that time the entire route of suburban operations was well protected. The two other major railroad crossings, at Sixteenth and Seventy-ninth Streets, were guarded by interlockers, as were also the lesser crossings at Washington Heights and Beverly Hills station (Ninety-first Street) and the junctions at Sixty-first and Eighty-ninth Streets.[17] The maze of tracks leading into La Salle Street Station was protected by an interlocker controlled from the signal tower at Polk Street.[17] The main line from Chicago to Joliet was controlled by automatic block signals not later than 1908.[18] Even though a passenger remembered the bad accident of fifteen years before, he could now feel confident that a complete set of precautions was in effect whose purpose was to prevent a repetition of the tragedy or any other type of accident. The suburban branch, to be sure, had no block signals south of Beverly Hills junction (and does not to the present day), but the nature of the traffic there would have rendered them of almost no value. There were no through passenger trains or freight trains mixed in and the suburban trains made all the stops, so there was virtually no danger of rear-end collision.

As the above statement implies, the suburban branch possessed double track, probably since 1893.[19] The annual reports do not indicate double track until 1904, but that by no means refutes the 1893 date.[20] The rails weighed about seventy pounds per yard,[21] which is lighter than that now used on trunk street car lines. The ballast was probably of cinders, for the inventory ordered by the Interstate Commerce Commission, taken in 1915, showed a ballast varying from five to nine inches which was of cinders except for the inclusion of an occasional inch or two of gravel.[22] Cinders, incidentally, were adequate in 1915 for the relatively light loads of suburban traffic. A ballast of cinders drains well, is free from weeds, and produces a minimum of dust.

The mile between Gresham station and Beverly Hills junction was different, however, because it had been used since 1893 by the Baltimore and Ohio Railroad as a portion of the gateway into Chicago for their passenger trains and a few freights.[23] In 1915 this portion had twelve inches of ballast—nine of cinders and three of gravel.[22] The leasing of this trackage to the B. & O. and also to a later arrival (the Pere Marquette railroad) about 1913[24] produced a small but no doubt welcome reduction in the capital investment and maintenance cost chargeable to

[17] Company record: "Contract Briefs," Office of the Signal Engineer. The dates of installation vary from 1888 to 1903.

[18] Annual report, 1908, p. 9.

[19] Personal interview with Mr. W. K. Christie, May 3, 1940.

[20] Compare annual reports for 1903, p. 20, and 1904, p. 31.

[21] Personal interview with Mr. J. G. Wishart, Principal Assistant Engineer, Department of Construction, Engineering, and Maintenance, May 16, 1940.

[22] Company record: "Record of Ballast Renewal," index no. 560-1.

[23] Personal interview with Mr. Guy P. Palmer, Engineer Maintenance and Construction, Baltimore and Ohio Chicago Terminal railroad, April 28, 1940.

[24] Personal interview with Mr. Walter Heide, Superintendent, Chicago Terminal Division, Rock Island Lines, May 19, 1940.

suburban service. The trackage north of Gresham will not be discussed at this point because it was used so much by non-suburban trains. Suffice it to say, as indicated in Part I, there were two "running tracks" for passenger trains, one in each direction.

How fast were the schedules at that time? As fast as those applying to suburban branch "locals" of the present day—namely, forty-five minutes to Blue Island as far back as 1899.[25] There were usually three fewer regular stops than there are now[26] but that pace could not be maintained. Sometime between 1908 and 1911 the schedule was increased to fifty minutes, although during the rush hour two southbound trains made better time than that by skipping two stations north of Brainerd.[27]

Suburban traffic was relatively stable during the eight years 1911 to 1918, as a glance at Figure 1 or Table 1 will testify. The Rock Island was busy from 1913 to 1917 elevating its tracks between Seventy-eighth and Eighty-eighth streets.[28] This was an especially great undertaking because the Rock Island was to pass above the ten tracks of the Chicago and Western Indiana railroad, which were themselves being elevated.[29] The four tracks of the Rock Island were raised almost to the level of the nearby housetops. The task of the Rock Island was such an enormous one and so disproportionate to that of the Western Indiana that the latter railroad agreed to a division of the expense.[30] Even so, the elevation work cost the Rock Island a good round sum—namely, $2,500,000.[31]

New stations had to be built at Auburn Park (Seventy-eighth Street) and at "Gresham,"[32] as South Englewood was now called (Eighty-seventh Street).[33] These two new stations avoided the ill-advised plan of the Normal Park and Hamilton Park stations, which lay beside the tracks. This gave rise to numerous delays to both through and suburban trains whenever a train on the far track was discharging passengers. At Auburn Park and Gresham the stations were built long and narrow and placed between the two passenger tracks, thus avoiding all delays from that cause. In addition, this "island" design was dictated by the lack of a suitable place for a platform at the side, particularly at Auburn Park. A few years previous, in 1912, a large, stone, union station was built at Joliet in collaboration with the Chicago and Alton and the Santa Fe railroads.[34]

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[25] Timetable eff. April 16, 1899.
[26] Timetable eff. April 16, 1899.
[27] Belmont time card eff. Oct. 25, 1908, and suburban timetable for Nov. 26, 1911.
[28] *Annual Report, Year Ending June 30, 1916*, p. 11; *Annual Report, Year Ending Dec. 30, 1916*, p. 12.
[29] *Railway Age Gazette*, LVIII (March 26, 1915), 690.
[30] Personal interview with Mr. V. R. Walling, Superintendent of the Chicago and Western Indiana railroad, June 15, 1941. Mr. Walling was in charge of the C. & W. I. portion of the elevation job.
[31] Annual report, 1917, p. 11.
[32] "Building Record."
[33] Between time tables eff. Feb. 12, 1905 and Nov. 26, 1911.
[34] Company record: "Insurance Property Record," p. 60, Office of Engineer of Buildings.

The Rock Island gave testimony to the feeling that suburban service was permanent when, in 1909, they erected a three-story office building across the street from Hamilton Park station. This would house most of the accounting department, which carried on a large share of the railroad's paper work.[35]

In 1914 the village of Morgan Park was annexed to Chicago. As a result the Rock Island, unlike most suburban services, became almost entirely an agency of intra-city transportation, and therefore related to other local carriers, particularly to the street car system.

During that period, on the other hand, there was a definite beginning of commutation travel originating in Joliet and the towns between it and Blue Island. For some time the through trains had made commuting from Joliet possible and fast; in 1905 some trains took only fifty-five minutes each way for the forty miles. But as late as 1899 it was impossible for an employed person to commute from one of the intermediate stations, although commutation tickets were available.[36] In that pre-automobile era the most significant station of the group was Midlothian. Golfers would get off there and go over to the Midlothian Country Club on a little steam railroad owned by the club.[37]

By 1905, however, one could work in Chicago and commute from New Lenox, Mokena or Tinley Park. One could also do it from Midlothian, but with limitations.[38] In 1907 the Rock Island, for accounting purposes, extended the bounds of suburban territory from Blue Island to Joliet (see Table 1). By 1911 one could also commute from Oak Forest.[39]

In June of 1915 the Rock Island and the other suburban services faced an unprecedented situation: on June 14 all street car and elevated crews in Chicago walked out. It is easy to imagine what an extraordinary load was put on the steam railroads, which were the only common carriers of any consequence in operation. The strike was almost without warning and most railroads were inadequately prepared to meet the emergency but by the second and final day of the strike they were operating without confusion.[40] The Rock Island, however, had a plan ready. By lengthening their regular trains and running several extra ones they carried almost 48,000 passengers daily instead of the normal 15,000 to 18,000[41] Similar strikes also occurred in July, 1919, and August, 1922, when suburban traffic again became abnormal for several days.[42]

Almost from the day it was opened the station at Thirty-first Street became less and less of an asset. In 1908—only six years after it was

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[35] *Ibid.*, p. 17.
[36] Time table eff. April 16, 1899.
[37] Personal interview with Mr. W. J. Leahy, former Passenger Traffic Manager, July 15, 1940.
[38] Time table eff. Feb. 12, 1905.
[39] Time table eff. Nov. 26, 1911.
[40] *Railway Age Gazette*, LVIII (June 25, 1915), 1469-1470.
[41] *Ibid.*, 1472.
[42] *Railway Age*, LXVII (Aug. 8, 1919), 272-274; LXXIII (Aug. 12, 1922), 310.

completed—once fashionable Wabash Avenue was solidly occupied by Negroes.[43] The sale of tickets declined steadily until in December, 1917, it totaled only $196, and the station was abandoned during the following eleven months.[44] The building remained for ten years, however, a ghostly reminder of the past. It was finally torn down in 1927[45] but portions of the stone retaining wall that outlined the station platform can still be seen.

The period 1918 to 1926 was significant for suburban service in many ways. A few of its many events were: the inflation of wartime prices and the sharp decline in 1921, a considerable amount of labor unrest caused both by the swollen prices of the boom and the wage cut put in effect during deflation, a substantial increase in suburban rates, sensational gains in traffic and revenue, and the many improvements which were made in rolling stock, trackage, and service.

Wages and the prices of supplies had become so high in June, 1918, that the government, which then operated all railroads, ordered a ten per cent increase in the fares for Rock Island commutation tickets.[46] At that time the one-way and round-trip rates were raised to unprecedented heights by using the legal rate for coach travel as their new basis. In 1917, for example, the one-way fare to "Tracy" was fifteen cents; in 1920 it was fifty-one cents. (See Table 3). In other words, the railroad virtually abandoned the market of one-way and round-trip passengers.

In considering labor difficulties one should remember that the men who operate and maintain the suburban trains are railroad employees—it is possible for a conductor to be in charge of a through train one day and a suburban train the next. Most of the men on the trains belong to the national railway unions such as the Brotherhood of Locomotive Engineers, the Order of Railway Conductors, and the Brotherhood of Railroad Trainmen (conductors, collectors, brakemen). Until July, 1922, the Rock Island shop men were organized by mechanical craft unions affiliated with the American Federation of Labor.

By 1918 the average compensation of Rock Island employees was 46.7 cents per hour as compared to 26.9 cents in 1912.[47] Wages are a very large factor in the cost of passenger transportation so, from the point of view of the management, this new level of wages was a serious problem. No doubt some company officials sighed for those halcyon days when train crews were on a straight salary basis, as in 1900—$90 a month for conductors, $60 for collectors, and $50 for brakemen.[48]

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[43] Homer Hoyt, *One Hundred Years of Land Values in Chicago* (Chicago, 1933), p. 216.

[44] Thirty-first Street revenue a blank on and after June, 1918, in company statement in File 122. Time tables for Nov. 10, 1918, and after do not list Thirty-first Street.

[45] Date torn down from a blueprint in Department of Construction, Engineering and Maintenance.

[46] Rock Island brief, case 14866, p. 3.

[47] Rock Island brief, case 17464, p. 7.

[48] Personal interview with Mr. Walter Heide, Division Superintendent, May 19, 1940.

In August, 1919, there was an unauthorized national strike of railroad shop men. At the Rock Island roundhouse at Blue Island seven hundred men walked out but suburban service continued.[49] Two weeks later delegates representing 500,000 union members voted to return to work.[50]

Early in 1920 three thousand Rock Island trainmen who were members of the Brotherhood of Railroad Trainmen threatened to strike but a peaceful settlement was reached.[51] A few days later an unauthorized strike flared up among Chicago yardmen but the Rock Island and its suburban service were not seriously affected. The recognized unions fought the strike, so Chicagoans were treated to the rare spectacle of union men coming in to serve as strike-breakers.[52]

In 1922 there was a serious national strike of railroad shop workers caused in part by a Railroad Labor Board decision requiring a general wage cut and abolition of time and one-half for overtime and Sunday work. The Railway Employees' Department of the A. F. of L. issued a strike call for July 1, and the response was general. Other railroad workers were not directly affected, however, and train service continued.[53] The Rock Island, in common with most of the other major railroads, immediately hired all the new workers they could find and were able to break the strike.[54] It was a severe defeat for the shop unions, but after ten or twelve years had passed these unions were able to regain their former ascendancy in Rock Island shops.

The turbulent period 1918 to 1926 also had a quieter side of less significant events. In 1922 the Rock Island celebrated its seventieth anniversary by holding various festivities all over the system. The first train ride between Chicago and Joliet was re-enacted with a survivor of the original ride as one of the passengers. In the Chicago division many trees and plaques in memory of old-time Rock Island men were dedicated,[55] and some were placed at suburban line stations.

Sometime during the years 1917 and 1918 the picturesque but antiquated names of "Longwood" and "Walden" became "Beverly Hills—Ninety-fifth Street" and "Beverly Hills—Ninety-ninth Street."[56] The historic name "Tracy," after the avenue formerly named for an early General Superintendent of the Rock Island, became "Beverly Hills—103rd Street."[57]

Seven years later four more old names were discarded. "Purington," "Burr Oak," "Belmont," and "Raymond" became "Blue Island—119th Street,"[58] "Blue Island—Prairie Street,"[59] "Beverly Hills—

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[49] *Chicago Tribune*, Aug. 12, 1919, p. 5; Volp, p. 351.
[50] *Chicago Tribune*, Aug. 15, 1919, p. 3.
[51] *Railway Age*, LXVIII (April 9, 1920), 1145.
[52] *Ibid.*
[53] *Railway Ave*, LXXIII (July 1, 1922), 13-14; *ibid.*, (July 8, 1922), 53, 59; *Chicago Tribune*, July 2, 1922, p. 2.
[54] *Railway Age*, LXXIII (Sept. 23, 1922), 567.
[55] *Ibid.*, (Oct. 21, 1922), 737-738; annual report, 1922, p. 9.
[56] Between Jan. 21, 1917, and Nov. 10, 1918 time tables.
[57] *Ibid.*
[58] Between Sept. 28 and Dec. 28, 1924, time tables.
[59] *Ibid.*

107th Street,"[60] and "Morgan Park—115th Street"[61] respectively. There was opposition to giving up the name "Belmont," so patrons of that station were asked to vote on the question. The result was strongly in favor of "Beverly Hills—107th Street."[62]

A new stop was established in 1922 or 1923 at "Blue Island—122nd Street."[63] No station was built, however, and an old railway car served as a shelter for many years. There was no ticket agent there, and is none to this day. Two or three years later the city of Blue Island passed a resolution requesting the erection of a station at 122nd Street and apparently desiring abandonment of "Blue Island—119th Street." Considerable agitation resulted which was climaxed by a hearing before the Illinois Commerce Commission in December, 1926. Railroad officials present agreed to continue the station at 119th Street.[64]

Passenger safety was increased in 1919 with the installation of an automatic train control system between Blue Island and Joliet.[65] With this type of equipment the signals not only indicated "red" when a train should be stopped, but they also stopped the train if an engineer was so negligent as to go past a warning light.

In the short period 1918 to 1926 the number of suburban passengers and the revenue derived from them almost doubled. Receipts leaped from $727,037 to $1,476,590 to make 1926 the best year suburban service had ever had. (See Table 1 and Figure 4). What were the causes of this remarkable "boom?"

During these eight years Chicago experienced a population upheaval. Not only did its population increase by the astounding proportion of 35%[66] but there was a vast tide of migration toward the outlying sections; the central district alone lost 150,000 persons who were outward bound.[67] Furthermore, with the exception of the year 1921, this was a time of prosperity and money flowed freely. Countless prosperous white-collar men on the South Side looked to the Ridge district as an ideal place to buy or build, and thousands did. At the same time apartment houses were going up in neighborhoods closer to the "Loop," like Hamilton Park and Normal Park; population became thicker there.

Between 1918 and January, 1926, there was only a slight increase in the number of northbound trains operated over the suburban branch (from twenty-four to twenty-eight)[68] in spite of the soaring traffic. The management of the Rock Island, however, had not decided to "let well enough alone." An extensive program of improvement was inaugurated which began with the purchase of fifty modern, one-hundred-

[60] Between Dec. 28, 1924 and April 26, 1925, time tables.
[61] Between April 26 and Sept. 27, 1925, time tables.
[62] Personal interview with Mr. W. J. Leahy July 15, 1940. He was Assistant Passenger Traffic Manager in 1924 and 1925.
[63] Compare time tables for May 30, 1922 and Feb. 1, 1923.
[64] *Weekly Review*, Vol. 19, No. 50 (December 17, 1926), p. 1. A community newspaper now known as the *Beverly Review* and published at 1829 W. 103rd St.
[65] *Railway Age*, LXXIII (Nov. 18, 1922), p. 951.
[66] Hoyt, p. 237.
[67] Hoyt, p. 238.
[68] Time tables eff. Nov. 10, 1918, and Jan. 1, 1926.

passenger, all-steel suburban coaches in 1923.[69] Mogul type locomotives were transferred from through passenger service in 1925 to haul those of the suburban trains which were long. These engines possessed an average weight on drivers of 70.9 tons compared to 53.5 tons for the Forney type.[70]

A third running track from Root Street (Forty-first Street) to Gresham was developed from a track formerly used only by freights. The ballast was improved and a two-way automatic block signal system was installed, permitting use of the track in either direction.[71] Thanks to these and other improvements the company was able, in 1926, to inaugurate an express service. During both the morning and evening "rush hours" two, then three, trains sped between La Salle Street Station and Brainerd without stopping. This brought a saving of five minutes or about fifteen per cent.[72] This was not only a great boon to the commuter going to or from the downtown district but it also brought several operating economies such as greater efficiency in collecting tickets and the use of eight-car or longer trains, which could not be accommodated at Normal Park or Hamilton Park stations. (During and immediately after World War II some expresses were regularly eleven cars in length).

In 1927 and 1928 improvements of roadbed continued with ballast work between Englewood and Gresham [73] and heavier rails on the suburban branch. The old seventy-pound rails laid in 1912 were replaced by ninety-pound rails north of 103rd Street and eighty-five-pound rails south of that point.[74] In the same two-year period fifty more steel suburban cars were purchased. They were equipped with roller bearings—a rarity on suburban cars—which increased the price per car by $3,500 to $22,000.[75] Among other advantages, roller bearings make possible more rapid acceleration.

The cost of these improvements was enormous. Between January 1, 1926, and July, 1927, improvements in trackage, signals, and mechanical facilities chargeable to suburban service amounted to $827,334.[76] In addition, the ninety suburban cars bought in 1923 and 1927 cost $1,735,923.[77] The twenty-five additional cars purchased in 1928 and 1929 [78] probably cost about $550,000. By this time many of the trains were being pulled by Mogul type locomotives.[79]

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[69] *Rock Island Magazine*, XVIII (September, 1923), 30, 51.

[70] Annual report, 1918, p. 42; Chicago, Rock Island and Pacific Railway Co. *In the Supreme Court of Illinois. C. R. I. & P. Ry. Co. versus Illinois Commerce Commission. Abstract of Record. Case No. 30487* (Chicago, 1944), p. 29.

[71] Rock Island brief, case 17464, p. 12.

[72] Compare time tables eff. Jan. 1, Feb. 14, and Apr. 25, 1926.

[73] Company record: "Record of Ballast Renewal—Index No. 560-1."

[74] Personal interview with Mr. J. G. Wishart, Principal Assistant Engineer, Department of Construction, Engineering and Maintenance, May 16, 1940.

[75] Company record: "Record of Car Orders," Office of Mechanical Engineer; Rock Island brief, case 17464, p. 17.

[76] Rock Island brief, case 17464, pp. 14-15.

[77] *Ibid.*, p. 14.

[78] "Record of Car Orders."

[79] Abstract of record, case no. 30487, p. 29.

In 1925 the Rock Island, along with Chicago's four other principal suburban services of steam railroads, obtained permission to raise rates on commutation tickets. The Rock Island put a fifteen per cent increase into effect on January 1, 1926.[80] The management claimed, however, that they still suffered a deficit and were permitted a further increase of five per cent effective January 1, 1928.[81]

During these years considerable effort was made to beautify the right of way in the Ridge district and at station lawns. Certain portions had long been kept up well, but in about 1924 a concerted movement got under way led by Mrs. Ben E. Buttles and aided by the Beverly Hills Woman's Club, Hamilton Park Woman's Club, Brainerd Woman's Club, and other clubs and groups.[82] Wherever possible suburban stations were surrounded by well-groomed lawns, trees, and beds of flowers.

But apparently there is no correlation between beauty and net profits. In 1931 suburban revenue went into a nose dive which lasted four years, although moderate gains occurred from 1935 to 1940. (See Table 2). The number of Rock Island suburban passengers carried in 1940 was only 80.4% of the number carried in 1926, and the percentage fell as low as 64.1% in 1933. The extreme low point was probably attributable in large part to the well-known business depression, which was accompanied by a marked shrinkage in employment. But even in 1940 and 1941 suburban traffic was still considerably below its previous "peaks"; apparently factors other than the depression were at work.

The private automobile was a serious competitor to the suburban trains. The number of persons entering the central business district by automobile increased by 54% from 1926 to 1940, if we can rely on surveys made on typical week days in May. (See Table 2). The Rock Island surely was not immune to that competition. The increasing use of the automobile helps to explain the greater rate of decline of stations close in.[83] The automobile was also so flexible a means of transportation that many people probably lost the habit of depending on suburban service. This movement away from rigid lines of settlement near suburban stations was also aided by the great extension in street car and bus routes.

The Ashland Avenue street car line was extended from Eighty-seventh to Ninety-fifth Street in 1926[84] and the Western Avenue line from Seventy-fifth to 111th Street in 1930 and 1931.[85] In 1929 street cars of a faster, more modern type were installed on the Wentworth Avenue route, which parallels the Rock Island to Eighty-first Street.[86]

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[80] *Opinions and Orders of the Illinois Commerce Commission* (Springfield, Ill.), V (1925-1926), 346-350. Rock Island time tables eff. Sept. 27, 1925, and Jan. 1, 1926.

[81] Time tables eff. Nov. 14, 1926, and Jan. 1, 1928.

[82] *Rock Island Magazine*, XXV (August, 1930), p. 18; *Beverly Review*, Sept. 12, 1940.

[83] Bailey, Table, "Number of Suburban Tickets Sold at Stations . . . and Revenue Accruing therefrom (1925, '29, '33, '36.)"

[84] Board of Supervising Engineers Chicago Traction, *Twentieth Annual Report, 1927*, (Chicago, 1927), p. 325.

[85] *Ibid., Annual Report, 1931*, p. 87; *ibid., Annual Report, 1932*, p. 89.

[86] J. V. Sullivan, "Historical Data—Chicago Transportation 1853-1930." Written 1930-1932. A typescript in library of the Chicago Historical Society. Board of Supervising Engineers Chicago Traction, *Annual Report, 1933*, p. 109.

A Surface Lines bus route was established in 103rd Street from Vincennes to Western Avenue (1930);[87] a street car line was built in Eighty-seventh Street from Vincennes to Ingleside Avenue (1930),[88] and in 1935 Surface Lines bus routes began operation in Eighty-seventh Street west of Vincennes Avenue and in Ninety-fifth Street from State Street to Western Avenue.[89] A suburban bus line was in operation from Harvey which ran by way of Blue Island and Western Avenue to Sixty-third and Halsted Streets. In 1938 the Illinois Commerce Commission ordered the Surface Lines to provide bus service in Halsted Street from Eighty-seventh to 123rd Street.[90] In October, 1941, the short bus route on 103rd Street was expanded into a major transportation line. It now operated from Western Avenue to the Indiana state line[91] and was later extended westward to Pulaski Road (4000 west).

Most of these new lines could serve as feeders to Rock Island service, but the net result may have been competitive. All of the above new facilities ran east and west (except the Western Avenue and Halsted Street busses) and many of them served or made connections for Illinois Central stations. The I. C. electrified its service in 1926 and in 1935 introduced a general improvement in operating schedules.[92] In 1936 one-way fares were made almost as cheap as those obtained with a twenty-five ride ticket, and a train was available on the "main line" approximately every twenty minutes from the end of the morning "rush" to 10 p. m.[93] In addition, the Western Avenue busses were fast and went direct to the Englewood terminal of the elevated lines.

Local transportation became better co-ordinated after September, 1935, when a transfer plan became effective. At no additional cost over the ten cent elevated fare one could transfer between the street car and elevated systems.[94] In Rock Island territory the street car lines on Wentworth Avenue, Halsted Street-Vincennes Avenue, and Racine Avenue assumed new roles as feeders for the elevated lines, whose main traffic was to and from the "Loop."

The central business district, however, had lost a bit of its former supremacy. On a typical day in 1940 the number of persons entering the downtown district was 93.6% of the base year 1926. (See Table 2). Probably one force which contributed to this decline was the remarkable growth of outlying shopping districts in the 1930's, a growth which

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[87] Board of Supervising Engineers Chicago Traction, *Annual Report*, 1931, p. 106.

[88] *Ibid.*, p. 87.

[89] *Eighteenth Annual Report of the Illinois Commerce Commission* (Springfield, Ill., 1935), pp. 44-45.

[90] *Twenty-first Annual Report of the Illinois Commerce Commission* (1938), p. 66.

[91] *Surface Service Magazine*, Oct. 1941, p. 3; *Ibid.*, Nov. 1941, p. 16. An employees' magazine published by Chicago Surface Lines.

[92] *Chicago Tribune*, Sept. 22, 1935, Part 2, p. 9; also cf. Illinois Central *Electric Suburban Schedules* eff. Aug. 29, 1926, and Sept. 29, 1935.

[93] Illinois Central Railroad Company, *Organization and Traffic of the Illinois Central System* (Chicago, 1938), p. 315; *Electric Suburban Schedules* eff. Dec. 10, 1944.

[94] *Chicago Tribune*, Sept. 21, 1935, p. 11.

was no doubt aided in Rock Island territory by the increased use of the automobile and by many of the improvements in local transportation.

One can hardly find a more outstanding example of such a development than that which took place in Englewood. This district had its center one mile west of Englewood Union Station at Sixty-third and Halsted streets. This intersection acquired an important retail factor when Sears, Roebuck and Company bought the store of Becker, Ryan, and Company in September, 1929.[95] Exactly one year later the successful "chain" of Wieboldt Stores, Inc., opened a large, new department store on Sixty-third Street close to Halsted Street.[96] In 1934 Sears, Roebuck's Englewood store building was entirely rebuilt.[97] In addition to these outstanding units there were many smaller stores and shops. One net result was to reduce the importance of the "Loop" department stores in the eyes of thousands of South Side shoppers.

In the decade 1931 to 1940 suburban service was being undermined on every side and revenue was hard hit. What did the Rock Island do to meet this challenge?

The general policy of Rock Island management was to maintain excellence of service, make improvements, and to take any other steps deemed necessary to make suburban service more convenient and attractive. Full schedules were maintained right through the heartbreaking year 1934, although there was a little retrenchment in the last few years of the decade 1931 to 1940.[98] Service to two main line stations was improved: northbound trains at "Longwood Manor—Ninety-ninth Street" increased from eleven to fourteen and at Tinley Park they went up from seven to fourteen.[99] These communities were rays of light in a gloomy period, for construction continued there in the '30's as it did also in Brainerd. Suburban revenue held up or even improved at those three stations.[100] In 1933 and 1934 schedules between Blue Island and Chicago via the suburban branch were made four to six minutes faster for both express and local trains.[1] To riders this meant a saving in time of from ten to twenty per cent.

The Rock Island also took several helpful steps with regard to rates and classes of tickets. In 1933 the Illinois Central experimented with low fares for shoppers and persons going to and from the Century of Progress Exposition grounds. These were sufficiently successful to be continued and to inspire the Rock Island to adopt a special "shopper's ticket" in April, 1934.[2] This was a round trip ticket good only after 9:15 a. m. and on a return trip not later than 3:40 p. m. A passenger

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[95] Letter from Mr. W. L. Brock, Manager, Sears Englewood store, May 28, 1940.
[96] Letter from Mr. A. F. Hargrave, Jr., Secretary to Mr. E. F. Wieboldt, May 23, 1940.
[97] Letter from Mr. Brock, May 28, 1940.
[98] Compare time tables eff. April 28, 1929; Dec. 2, 1934; and April 28, 1940.
[99] Compare time tables eff. April 28, 1929, and April 28, 1940.
[100] Bailey, table of station ticket sales. Compare 1929 and 1936.
[1] Compare time tables eff. Sept. 25, 1932; April 30, 1933; and Sept. 30, 1934.
[2] Personal interview with Mr. J. P. Kilty, Assistant General Passenger Agent, Rock Island Lines, Dec. 27, 1939.

at Gresham or farther south paid thirty cents round trip, actually less per ride than on a twenty-five ride ticket.[3]

Previously, in December, 1933, a reduction in regular one-way and round trip suburban fares was forced on the management as part of a general reduction of Western coach rates to two cents a mile. These new fares were much more reasonable than their predecessors but still not cheap; one way to Blue Island, for example, formerly fifty-eight cents, was now thirty-three. (See Table 3). The Rock Island started reducing round trip and one-way fares in earnest late in 1936. A "round trip daily" was inaugurated good for one day in addition to date of sale—Blue Island at forty-two cents. The one-way fare for Blue Island dropped to twenty-three cents. (See Table 3). The shopper's ticket now became a "round trip conditional" with midnight as return limit, which gave it a much broader appeal.[4]

At the same time an individual twelve-ride weekly ticket was introduced which was almost as economical per ride as the rock-bottom individual monthly tickets.[5] This was a logical and successful answer to the complaint that monthly tickets required too large an outlay of cash. Patrons west of Blue Island, however, were not offered this class of ticket until 1939.[6] In 1937 a forty-eight ride individual monthly ticket was offered in addition to the fifty-four and sixty-ride tickets formerly available.[7] Its instant popularity showed that it met modern needs much better than the old forms.

Round trip ticket sales at Joliet had fallen off badly. It did not take long to discover one big reason for it: a bus line was offering seventy-five minute service (approximately the same running time as main line local trains) at one dollar round trip, compared to a $1.45 fare on the Rock Island. After some hesitancy, in July, 1939, the railroad decided to experiment with a dollar rate and the response was most gratifying; the sale of round trip tickets tripled.[8]

Shoppers were pleased in 1937 when an additional express train was scheduled. This new train ran via the suburban line and arrived at La Salle Street Station at about a quarter to ten in the morning.[9] In December, 1940, however, it relapsed into its former state as a "local" and made possible a fourth northbound express during the "rush hour." The new suburban line express stopped at Gresham, giving that station a non-stop train to the "Loop."[10]

Two especially weak stations on the main line were combined in 1938. "Givins" was at 109th Place and "Morgan Avenue" was ad-

[3] Time table eff. April 29, 1934.
[4] Time table eff. Nov. 15, 1936.
[5] *Ibid.*
[6] Time table eff. July 1, 1939.
[7] Time table eff. Sept. 30, 1937.
[8] Personal interview with Mr. J. P. Kilty, Assistant General Passenger Agent, May 21, 1940.
[9] Time table eff. April 25, 1937.
[10] Time table eff. Dec. 15, 1940.

jacent to 112th Place. One of the station buildings was moved to 111th Street and christened "Givins."[11]

Suburban service now benefited in cold weather from the use of gas, electric, or oil heaters, which were attached to the switch points and rails to prevent their clogging with snow or ice.[12] Service was also improved by the gradual changeover in motive power which took place from 1931 to 1937. The largest locomotives previously used were Mogul type with a weight on drivers of 70.9 tons, whereas most of the Pacific type replacing them had a rating of 78.8 tons. Company officials attributed a substantial improvement in "on time" performance to this greater power.[13]

At this time the management also engaged in a promotional campaign. Signs were painted and mounted at all suburban stations advertising the speed of service to the "Loop" and announcing fares. The walls of subways passing under the tracks were whitewashed and brightly lighted at night, and conspicuous steel bridges were lettered "ROCK ISLAND LINES." Although distinctly limited in cost and magnitude, such efforts to "let the world know" about suburban service were a step forward. At times it had seemed to some suburban patrons that the management wanted to keep the service a secret.

The suburban passenger saw several minor improvements in the physical property during those years. The restaurants and drug store in La Salle Street Station were modernized in time for the first Century of Progress Exposition.[14] The train shed was rebuilt in 1934 because the old, high, dome-type roof was rusting out. The new roof was a clever adaptation of the Bush type; it had a low, flat ceiling with slots just above the smokestacks of the locomotives.[15] Twelve thousand dollars was spent in 1937 for new signs in the concourse of La Salle Street Station.[16] Modern in every detail, they were electric-lighted and showed route, destination, and all stops made. This is of interest because not all suburban railroad terminals have signs giving such complete information. In 1939 a trim, brick station was built at "Ninety-fifth Street—Longwood Manor."[17]

Rock Island suburban service entered the 1940's with a physical plant in excellent condition, with ample motive power available for each train, and with plenty of modern, all-steel suburban coaches available. Of equal importance, the service was managed by a group of men with progressive ideas, who were eager to do all that was possible to make the service convenient and attractive.

When shortages of gasoline and tires began to appear, new patrons began to use suburban service. It was mutually advantageous, for the Rock Island had the equipment available and passengers were fortunate

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11 Time tables eff. Feb. 13 and April 24, 1938.
12 Abstract of record, case 30487, p. 24.
13 Mr. Walter Heide, Division Superintendent, in abstract of record, case 30487, pp. 28-30; Mr. J. P. Kilty, Assistant General Passenger Agent, in *ibid.*, p. 36.
14 Personal interview with Mr. A. T. Hawk, Engineer Architect, May 17, 1940.
15 Interview with Mr. Hawk, April 29, 1940.
16 Mr. Hawk, April 29, 1940.
17 "Building Record."

in being located near a common carrier offering such speed and comfort. General policy of the railroad was to run the same number of trains but to increase their length when necessary. Some expresses grew to a length of eleven cars. An early morning express was added, giving a total of five northbound expresses via the suburban branch.[18] Traffic rose to 33,000 passengers on an average week day and it was necessary to assign 120 cars regularly to suburban use.[19]

In 1943 and 1944 number of passengers carried exceeded the former peak year of 1929. (See Table 2). In neither year, however, did revenue exceed the 1929 peak. There was no change in prices of multiple-ride tickets yet average fare per passenger fell from 16.4 cents in 1929 to 15.2 cents in 1944. Chief reasons for this decline were probably the refinement in classes of tickets offered (48-ride monthly, 12-ride weekly, round trip conditional) and the reductions in rates on one-way and round trip tickets.

Early in 1942 the Interstate Commerce Commission granted Class I railroads a general increase of ten per cent on interstate passenger fares. The Rock Island and other suburban carriers entering Chicago sought permission to increase suburban fares by the same amount. A petition was filed with the Illinois Commerce Commission requesting such an increase but it was refused. The decision was appealed to the Circuit Court of Cook County and then to the Supreme Court of Illinois. The Supreme Court set aside the order of the Commission, but almost three years had passed since the original hearings, for it was now March, 1945.[20] The Rock Island now had the authority and announced a general ten per cent increase in suburban fares effective April 25, 1945.[21]

Some passengers are curious as to whether or not suburban operations are profitable. In the rate case hearings in 1942 the Rock Island asked for an increase in rates on the basis of a recent wage increase, higher prices of materials and supplies, and a large operating deficit. A representative of the railroad's accounting department testified that in 1941 suburban revenue was $1,146,444 and total expenses were $1,668,743, resulting in a net deficit of $522,299 for the year.[22] Many of the items included in suburban operating expense, however, were not "out-of-pocket" expenses directly chargeable to suburban operations and just how expenses should be allocated between freight, through passenger, and suburban services was a very thorny question. If you started out with the premise that the railroad between La Salle Street Station and Joliet was primarily for through passenger and freight traffic and suburban service merely a by-product, you were likely to apportion costs in a far different way than if you believed that suburban should carry its fair share of the overhead.

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[18] Time table eff. Jan. 11, 1943.

[19] Personal interviews with Mr. R. E. King, Assistant General Passenger Agent, and Mr. O. R. Swanson, Assistant to Operating Officer, Sept. 24, 1945.

[20] Abstract of record, case 30487, pp. 9-10, 195-196, 201; *Suburban Local Passenger Tariff No. 10*, p. 2.

[21] Tariff no. 10.

[22] Abstract of record, case no. 30487, exhibit no. 24.

And there is equally good ground for the latter view. A third running track, for example, was developed in 1925 from Root Street to Gresham partly because of suburban needs. It would surely have been unfair to charge construction and maintenance costs of that track entirely to freight and through passenger service.

Regardless of how regulatory bodies decide costs should be determined, it is clear that suburban service yields a deficit or a low return on the investment compared to through passenger service. Suburban rates are low—an average of 1.13 cents per passenger mile in 1940 on the Rock Island [23] compared to 1.81 cents for through passengers in that year.[24] Suburban operations are also costly because the traffic is bunched inbound in the morning and outbound in the late afternoon. On the Rock Island sixty-five per cent of the suburban locomotives and cars are idle except during those two "rush" periods.[25] It is also necessary to put this rolling stock somewhere during the day and at night, so large yards must be maintained near the "Loop" and at the outer termini of Blue Island and Joliet. This smaller utilization of cars and the lower rate per mile are reflected in the fact that in 1941 Rock Island revenue per suburban coach per day was $25.10, while through passenger coaches were bringing in $112.06 per coach per day.[26]

It is quite possible that an accurate picture of the profitability of at least one suburban service is presented by the reports of the Illinois Central, because the suburban facilities on that railroad are entirely separate from through passenger and freight facilities. For 1940 the management reported a net profit of $440,452 and declared that it amounted to about one per cent on the investment in suburban properties used.[27]

In the years 1941 to 1945 the Rock Island continued to make improvements both major and minor, even though materials and labor became difficult to obtain in wartime. In 1941 a brick station was erected at "Longwood Manor—Ninety-ninth Street" and a brick shelter house at "Blue Island—122nd Street."[28] Station interiors were modernized at Englewood, "Beverly Hills—Ninety-ninth Street," "Beverly Hills—103rd Street," and at Vermont Street, which was the main station at Blue Island. In 1945 an English style station constructed of brick and stone was dedicated at Tinley Park.[29] Early in September, 1945, the old station at "Beverly Hills—Ninety-fifth Street" was torn down and work begun on a new, two-story brick station.[30]

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[23] Abstract of record, case no. 30487, exhibit no. 24.
[24] Annual report, 1940, p. 43.
[25] Abstract of record, case no. 30487, p. 20.
[26] *Ibid.*, p. 91.
[27] Illinois Central Railroad Co., *Illinois Central Suburban Service: Report to Employees on 1940 Operations* (Chicago, 1941).
[28] Company record: "Insurance Property Record," pp. 22, 39, Office of Engineer of Buildings.
[29] *Chicago Tribune*, April 15, 1945.
[30] Personal interview with Mr. E. Christensen, Office of Engineer of Buildings, Sept. 25, 1945.

By 1940 the old-time watchman and shanty could be found at only a few little-used grade crossings. Electric "flasher" signals with warning bells were in use at all street or highway grade crossings of consequence. They were deemed inadquate at major crossings, however, and automatic gates were added. The electric gates on the suburban branch were installed at 111th Street in 1940[31] and at Ninety-fifth Street in 1941.[32] In 1942 the ballast on the suburban branch was renewed with gravel.[33]

Late in 1942 some passengers complained that trains were habitually behind schedule. An analysis revealed that some trains were unable to meet their schedules because of increased passenger loads. More time was required for loading and unloading and there was also some interference from the heavy through passenger traffic.[34] A revised schedule was issued in January, 1943. Expresses were held to virtually the same running time but eight locals were extended from forty-five to fifty minutes in the northbound direction only.[35]

In January, 1944, an elaborate system of "centralized traffic control" was put into service between Blue Island and Rock Island, Illinois.[36] One man sat at a control board and operated all signals and switches within a certain zone—perhaps twenty-five miles of double track. He knew the location of every train from lights on his panel board. There were colored lights in each locomotive cab indicating the aspect of the wayside signal ahead. This installation reached its highest stage of development between Blue Island and Morris, Illinois (twenty miles west of Joliet): two-direction train operation was available on both tracks.[37]

For seventy-five years Rock Island suburban service has been performing a routine but very vital task and is doing it at the present time (1945) with great efficiency. In spite of the rise of other means of local transportation in Rock Island territory, the suburban trains still offer the most dependable and by far the fastest service to the "Loop." Probability is that the service is as nearly "permanent" as any human activity can be. As a relatively small phase in the operation of a major railroad system it is not subject to the financial insecurity of an independent suburban passenger railroad. This fact should be reassuring to persons and communities that depend heavily on Rock Island suburban service.

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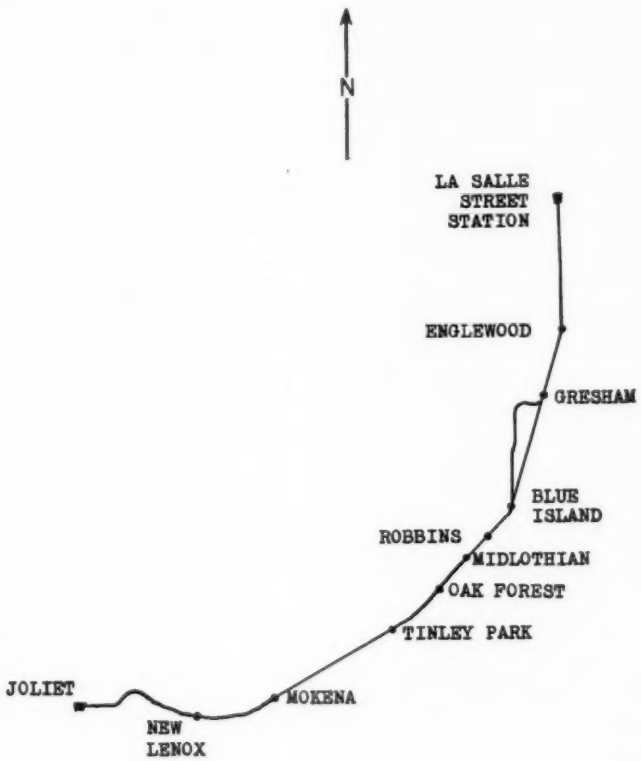
[31] *Beverly Review*, Feb. 1, 1940.
[32] *Ibid.*, Aug. 14, 1941.
[33] Letters in "Chief Engineer's File No. 13626": Chief Operating Officer to Division Superintendent, Apr. 27, 1942; Division Superintendent to Mr. C. H. Hardwick, Engineer Maintenance of Way, Nov. 13, 1942.
[34] Personal interview with Mr. R. E. King, Assistant General Passenger Agent, Sept. 24, 1945.
[35] Time table eff. Jan. 11, 1943.
[36] *Chicago Tribune*, July 3, 1944.
[37] *Railway Age*, CXVI (June 17, 1944), 1173-1174.



NOTE--For stations Blue Island to Englewood see Fig. 4.

Fig. 3 - Rock Island Railroad - Chicago to Joliet - 1945

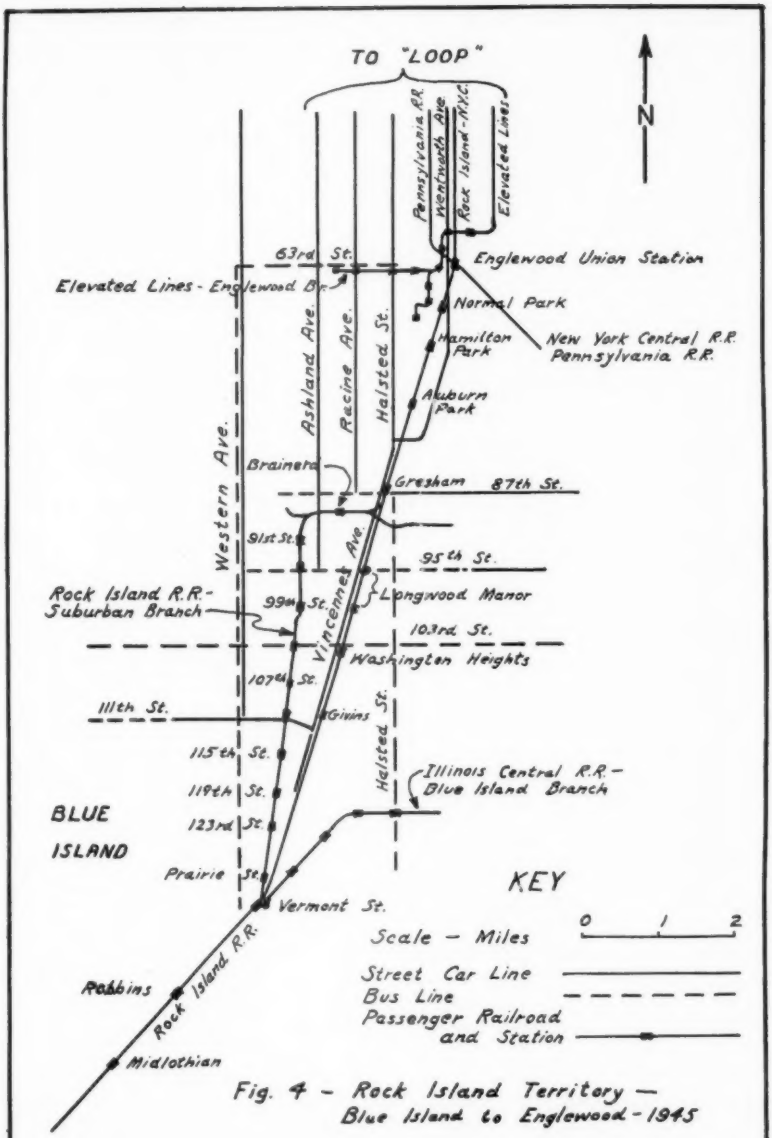


Fig. 4 - Rock Island Territory — Blue Island to Englewood - 1945

As to future changes in equipment, the management states that none are in prospect at the present time.[38] An outsider can speculate, however, on the basis of information on suburban costs gleaned from the rate cases. At the present time any new motive power especially for suburban use is prohibitive in cost. It is not inconceivable, however, that in the distant future the present steam engines might be replaced with diesel-electric locomotives released from through passenger service. They might be no longer suitable for high-speed "through" operations but be quite adequate for suburban service.

[38] Personal interview with Mr. I. C. Bruce, Assistant Passenger Traffic Manager, Sept. 24, 1945.

APPENDIX

TABLE 1

SUBURBAN TRAFFIC OF THE ROCK ISLAND RAILROAD, 1880-1918

Year		Passengers Carried	Revenue	Remarks
Ending Mar. 31,	1880	599,152	No data	No data available on traffic 1870 to 1879
	1881	722,467	No data	
	1882	800,253	No data	
	1883	854,202	$ 95,417	
	1884	944,718	105,297	
	1885	1,173,883	109,840	
	1886	1,318,695	134,919	
	1887	1,682,332	168,994	
	1888	1,616,624	165,846	Previous to 1906-07 data are for territory Chicago to Blue Island inclusive
	1889	1,511,899	159,647	
	1890	1,649,741	171,974	
	1891	1,685,488	184,205	
	1892	1,977,521	214,038	
	1893-1898	No data	No data	
Ending Mar. 31,	1899	2,072,879	183,508	
	1900	2,457,945	219,632[1]	
	1901	2,833,277	253,743[2]	
	1902	2,942,275	262,278[3]	Data are fragmentary for 1903 and 1904
Ending June 30,	1905	3,998,544	481,454	
	1906	4,490,296	529,184	
	1907	4,395,463	542,784	These and succeeding data for territory Chicago to Joliet Inclusive
	1908	3,998,308	515,501	
	1909	4,140,378	538,462	
	1910	4,563,461	598,258	
	1911	4,529,653	610,142[1]	
	1912	4,496,000	625,265	
	1913	4,518,000	636,057	
	1914	4,734,800	655,783	
	1915	4,751,000	655,027	
Ending Dec. 31,	1916	4,970,000	704,430	
	1917	4,917,000	743,043	
	1918	4,520,000	727,037[4]	

[1] All data previous to 1912 except those for 1901 and 1902 are from a statement in file "#122—Statistics-Suburban" next to letter dated Dec. 21, 1908. In office of Auditor Passenger traffic.

[2] *Annual Report, 1901*, p. 8.

[3] *Annual Report, 1902*, p. 8.

[4] Data for years 1912 to 1918 obtained by subtraction of figures in *Annual Report, 1926*, p. 52.

TABLE 2

TREND OF TRAFFIC INTO CENTRAL BUSINESS DISTRICT OF CHICAGO, 1926 TO 1944, COMBINED WITH DATA ON ANNUAL SUBURBAN TRAFFIC OF ROCK ISLAND RAILROAD, 1919 TO 1944

Data Below Refer to Inbound Passengers on Typical Week Day in May (See Note [1]) 7:00 a. m. to 7:00 p. m.[2]

Year	Total	Per Cent of 1926 Base	Via Passenger Auto	Per Cent of 1926 Base	Via Suburban Railways	Per Cent of 1925 Base
1926	880,859	100.0	166,367	100.0	103,200[3]	100.0
1927	.....	.....	.....	.....	.....	.....
1928	894,059	101.5	196,873	118.4	.....	.....
1929	925,145	105.3	203,996	122.6	.....	.....
1930	.....	.....	.....	.....	.....	.....
1931	843,010	95.7	203,916	122.6	.....	.....
1932	.....	.....	.....	.....	.....	.....
1933	.....	.....	.....	.....	.....	.....
1934	.....	.....	.....	.....	.....	.....
1935	755,694	85.8	204,760	123.1	.....	.....
1936	801,798	91.0	215,849	129.7	.....	.....
1937	846,015	96.1	226,868	136.4	.....	.....
1938	812,133	92.2	239,414	143.9	.....	.....
1939	839,374	95.3	244,980	147.3	.....	.....
1940	824,366	93.6	256,150	154.0	90,486	87.7
1941	823,873	93.5	251,962	151.5	.....	.....
1942	803,521	91.2	215,113	129.3	.....	.....
1943	814,825	92.4	165,087	99.2	.....	.....
1944	796,015	90.4	164,175	98.7	.....	.....

[1] 1939 count made in January. Weather cloudy. Mean temperature 22° F.

[2] Source: "Cordon Count Data on the Central Business District, May, 1944," by Traffic Engineering Division, Bureau of Streets, Dept. of Streets and Electricity, City of Chicago, "co-operating agency, Chicago Association of Commerce" (Chicago, 1944), p. 4. (Mimeographed).

[3] Data on inbound passengers of suburban services of steam railroads are from same "cordon count" surveys, but are from letter by Mr. Robert H. Nau, Secretary. Street Traffic Committee, Chicago Association of Commerce, Sept. 25. 1940

TABLE 2—Continued

Data Below Refer to Suburban Operations of Rock Island Railroad for Entire Year Indicated

Year	Revenue	Number of Revenue Passengers	Percentage of 1926 Base Revenue	Percentage of 1926 Base Number of Revenue Passengers
1919	$ 930,622	5,502,959	63.03	63.68
1920	1,161,515	6,855,234	78.66	79.33
1921	1,149,328	7,249,115	77.84	83.89
1922	1,223,373	7,878,484	82.85	91.17
1923	1,300,840	8,371,515	88.10	96.87
1924	1,328,206	8,656,767	89.95	100.17
1925	1,311,073	8,738,448	88.79	101.12
1926	1,476,590	8,641,736	100.00	100.00
1927	1,462,404	8,834,295	99.04	102.23
1928	1,471,065	8,863,143	99.63	102.56
1929	1,517,275	9,251,831	102.76	107.06
1930	1,403,794	8,797,798	95.07	101.81
1931	1,178,221	7,596,065	79.79	87.90
1932	920,491	6,113,860	62.34	70.75
1933	837,502	5,540,243	56.72	64.11
1934	828,984	5,702,946	56.14	65.99
1935	830,855	5,822,541	56.27	67.38
1936	866,329	6,098,522	58.67	70.57
1937	923,550	6,545,096	62.55	75.74
1938	908,835	6,410,622	61.55	74.18
1939	927,247	6,563,351	62.80	75.95
1940	990,853	6,947,593	67.10	80.40
1941 [4]	1,108,364	7,532,193	75.06	87.16
1942	1,240,913	8,380,588	84.04	96.99
1943	1,408,608	9,371,960	95.40	108.50
1944 [5]	1,477,111	9,760,126	100.03	112.90

[4] Years 1919 to 1941 from abstract of record, case no. 30487, exhibit no. 20.
[5] Years 1941 to 1944 obtained by subtraction from annual report, 1944, p. 43.

TABLE 3

ROCK ISLAND ONE-WAY AND ROUND TRIP SUBURBAN FARES, 1903-1945 *

Chicago to	Hamilton Pk.		Bev. Hills-103rd		Blue Island	
Date	One-Way	Round Trip	One-Way	Round Trip	One-Way	Round Trip
Eff. 1903 to June, 1918	$.10	$.20	$.15	$.25	$.20	$.40
Eff. June, 1918	.24	....	.36	....	.48	....
Eff. Dec., 1920	.29	....	.51	....	.63	....
Eff. Jan., 1926	.29	....	.47	....	.58	....
Eff. Dec., 1933	.17	.31	.27	.49	.33	.60
Eff. Apr., 1934	.17	.31	.27	.49	.33	.60
		.25 S		.30 S		.30 S
Eff. Oct., 1936	.17	.31	.23	.42	.23	.42
		.25 C		.30 C		.30 C
Eff. Apr., 1945	.17	.34	.25	.46	.25	.46
		.28 C		.33 C		.33 C

S—Designates round trip shopper's ticket
C—Designates round trip conditional ticket

* Sources: Time tables eff. Feb. 12, 1905; Jan. 21, 1917; Jan. 2, 1934; Nov. 15, 1936; June 30, 1940; Aug. 5, 1945. *Special Suburban Passenger Tariff No. 4*, eff. June 10, 1918; *Supplement No. 3* to same, Dec. 7, 1920. *Suburban Passenger Tariff No. 6*, eff. Jan. 1, 1926; special supplement to passenger tariffs eff. Dec. 1, 1933; Circulars R-1193 (Oct. 1, 1936) and R-1280 (Jan. 1, 1940).

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The Annual Meeting

The Annual Meeting of the Society was held at the Hotel Bellevue, Boston, Mass. at 3:00 P. M. on Sunday, May 1, 1949 with the following members present: Messrs. Becker, Cole, Fisher, Fogg, Forsyth, Gaynor, Graves, Harrison, Merrill, Schmid and Yungmeyer.

President Fisher was Chairman of the meeting and in the absence of Mr. Jacobs, Harold D. Forsyth was elected to act as secretary pro-tem.

The reports of the President and Treasurer were accepted as published.

At the suggestion of Dr. Yungmeyer, Mr. A. W. Newton of Chicago, Illinois, was made an Honorary Member of the Society and a suitable resolution was adopted to that effect.

The passing of Mr. Hungerford was regretfully discussed and Mr. Fisher was requested to insert a suitable resolution in the next issue of the BULLETIN.

A very interesting discussion relative to the consolidation of our Society with the National Railway Historical Society followed, resulting in a vote to put the matter over for further study and comment.

There followed an interesting exchange of ideas on the subject of what steps could be taken to promote interest in railway history in our colleges and universities and whether it would be possible to circulate exhibits of locomotives and other railroad historical materials. The sense of the meeting seemed to consider this a difficult question but well worthy of further consideration.

For practical reasons, the Society was obliged to decline the invitation of Mrs. Greenwood for a permanent exhibit on her premises and a suitable resolution to that effect was adopted.

Mr. Merrill, representing the Nominating Committee then offered the following members in nomination for Directors of the Society:

George P. Becker
Dr. Arthur H. Cole
Charles E. Fisher
Walter R. Fogg
Harold D. Forsyth
Warren Jacobs
John W. Merrill
Robert C. Schmid
Rogers E. M. Whitaker
Sidney Withington
Harold S. Walker

Upon voting, these members were found to be unanimously elected. The Annual Meeting was then adjourned.

Immediately following the meeting of the Members, the Directors met and elected the following officers to serve until the next Annual Meeting:

President	Charles E. Fisher
Vice President	Sidney Withington
Treasurer	George P. Becker
Secretary	Harold D. Forsyth
Financial Secretary	Harold S. Walker
Curator	John W. Merrill

The post of Secretary-emeritus was created and Mr. Warren Jacobs elected to the office.

No appointment was made to the office of Vice-President at Large vacated by the death of Mr. Hungerford.

HAROLD D. FORSYTH, *Secretary*

June 1, 1949

In Memory Of

WILLARD B. EGAN

Annual Member

540 Sycamore Circle, San Bernardino, California,
who died on February 3rd, 1949.

WILLARD F. KEENEY, JR.

Life Member

28 Lafayette Ave., S. E., Grand Rapids, Michigan,
who died on February 21, 1949.

CLARENCE ROBERTS

Annual Member

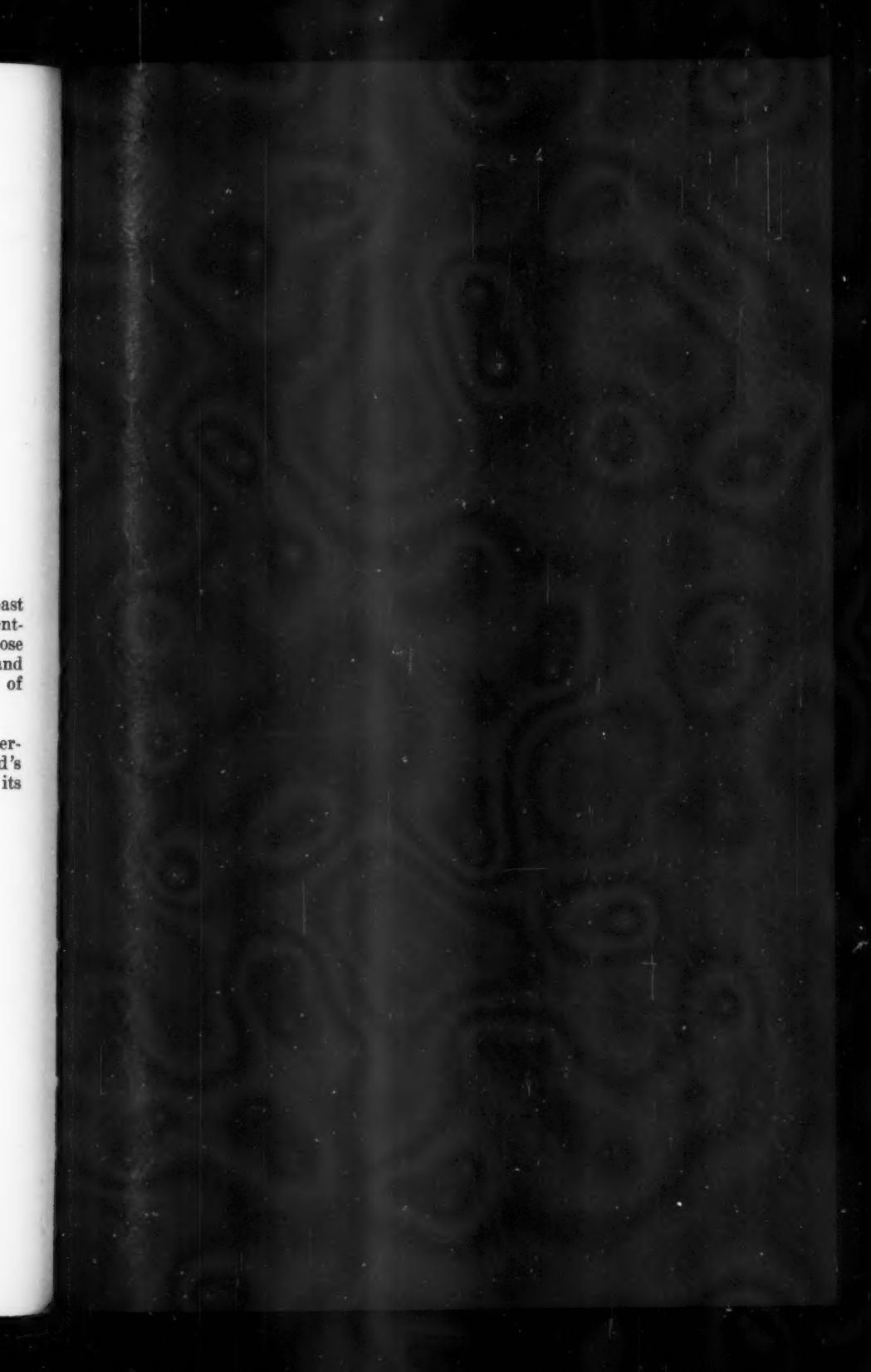
301 South 15th St., Philadelphia, Pennsylvania
who died on January 15, 1949.

Resolution

Resolution adopted at the Annual Meeting of
The Railway and Locomotive Historical Society, Inc.,
at Boston, Massachusetts, May 1, 1949.

Whereas: God, in his infinite providence has seen fit within the past twelve months to remove our friend, associate and former Vice President-at-Large, Edward Hungerford; a man beloved by us all, a man whose charm, sincerity and ceaseless energy was a constant inspiration and example to each of us, whose ready helpfulness was at all times of greatest aid and whose companionship already is missed:

Therefore, be it Resolved:

That the Society spread upon its minutes, this record of its overwhelming loss and transmit a copy of this Resolution to Mr. Hungerford's daughter, in addition to publishing it in the next BULLETIN sent to its membership.

Be it so Ordered.